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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

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Simons, Day & Co., grain merchants.*
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Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elvtr. Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., recvrs., shprs. hay & grain.*
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Marshall-Hall Grain Co., grain commission.*
Mid-West Consumers Grain Co., grain merchants.*
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Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., gr., hay congmts. a specialty.*
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Simmons & Co., F. J., grain & hay.*

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Stockham Grain Co., E., whole grain & feed.*

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Hutchinson Grain Co., grain merchants.
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Pettit Grain Co., L. H., grain merchants.
Reno Flour Mills Co., millers and grain dealers.
Rock Milling & Elev. Co., receivers and shippers.
Russell Grain Co., commission merchants.
Southwest Grain Co., receivers and shippers.
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Union Grain Co., grain merchants.

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Board of Trade Members.

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Goldberg Grain Co., consignments.*
Hayward-Rich Grain Co., grain commission.*
Hill, Lew., strictly commission.
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Minor, B. B., grain consignments solicited.
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Urmston Grain Co., receivers & shippers.*
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Board of Trade Members.

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Dilts & Morgan, consignments.*
Ernst-Davis Grain Co., commission.*
Federal Grain Co., receivers, shippers.*
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Hinds Grain Co., The, receivers, shippers.*
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Moore-Seaver Grain Co., receivers & shippers.*
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Orthwein Matchette Co., consgmts., buying orders.*
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Root Grain Co., consignments and futures.*
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Shannon Grain Co., consignments.
Stevenson Grain Co., buyers and sellers.*
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Twisdale-Wright Grain Co., consignments-futures.
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Vanderslice-Lynde Co., grain commission.
Western Grain Co., shippers (a specialty).*

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E. L. Farmer Co., brokers, hay, grain, mill feeds.
Munn-Burrow Brokerage Co., grain, hay, millfeed.*
George Niemeyer Grain Co., grain, hay and feed.*

LIMA, O.

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Riddle & Co., T. P., hay and grain.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., recvrs.-shprs. grain.*
Edinger & Co., grain, hay, flour.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

MEMPHIS, TENN.

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Browne, Walter M., broker, commission merchant.*
Buxton, E. E., broker and commission merchant.*
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Hasenwinkle Co., H. J., consignments.
U. S. Feed Co., grain, hay, millfeed.*

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

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Franke Grain Co., feeds, grain, hay.
Godfrey-Blanchard Co., grain receivers.*
Kamin Company, P. C., barley and rye.*
Quinn Shepherdson Co., receivers & shippers.
Rankin, M. G., & Co., grain and feed.
Rialto Elevtr. Co., grain receivers and shippers.*
Taylor & Bournique Co., grain merchants.*

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Chamber of Commerce Members.

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Benson, Stabeck Co., grain commission.*
Cargill Commission Co., grain commission.
Carter, Sammis & Co., grain commission.
Cereal Grading Co., grain merchants.*
Chambers-Mackay Co., screenings & mill feed.
Dalrymple Co., William, grain commission.*
Davies & Co., F. M., grain commission.*
Gee Grain Co., G. E., receivers and shippers.
Getchell-Tanton Co., grain commission.
Godfrey-Blanchard Co., grain receivers-shippers.*
Gould Grain Co., receivers and shippers.*
Hankinson & Co., H. L., grain commission.
Lewis & Co., Chas. E., consignments.*
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McCaull Dinsmore Co., consignments solicited.*
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Wernli-Anderson Co., grain commission, screenings.
Woodward Newhouse Co., grain merchants.
Zimmerman, Otto A., barley and oats my specialty.

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NEW CASTLE, PA.

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Jones & Co., M. B., buyers—quote us.*
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Schwartz & Co., B. F., commission merchants.*
Therrien, A. F., broker.*

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Moon-Taylor Co., grain and hay brokers.*

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Conyers Grain Co., grain merchants.*
Dustin Grain Co., grain, feed, seeds.*
Langenberg Bros. Grain Co., grain merchants.
Maney Export Co., grain merchants.
Marshall-Jacobson Grain Co., grain, feed, seeds.*
Mid-West Grain Co., grain merchants.
Oklahoma Export Co., grain commission.*
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Perkins Grain Co., W. L., commission merchants.*
Polson & Co., C. A., commission merchants.
Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. B., commission merchants.
*Member Grain Dealers National Association.

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Nye Schneider Fowler Grain Co., consignments.*
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Uppike Grain Co., consignments.*
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Grier & Co., T. A., grain commission.*
Harwood-Young Co., grain commission.
Lake Grain Co., grain commission.*
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Warren Commission Co., consignments.*

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Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Smith, Monroe A., grain and feeds.
Taylor & Bournique Co., grain merchants.*
Young & Co., S. H., wheat, corn, oats.*

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Members Grain and Hay Exchange.

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Geldel & Leubin, grain and hay.
Hardman & Heck, grain, hay, millfeed.*
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.
McCague, R. S., grain, hay.
Taylor & Bournique Co., grain merchants.*
Walton Co., Samuel, grain and hay.*
Young & Fisher, brokerage and commission.*

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Balbach, Paul A., grain buyer, all markets.

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Northern Grain & Warehouse Co., grain exporters.*
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Pacific Grain Co., grain exporters.*
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Stephens-Smith Grain Co., grain and bag dealers.*
Tri-State Terminal Co., general grain and bags.*

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Pacific Grain Co., grain exporters.*
Ryer Grain Co., wheat, corn and oats.*
Tri-State Terminal Co., general grain and bags.*

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Gordon Commission Co., T. P., gr. dealer and broker.*
Great Western Grain Co., buyers and sellers.*
Holdridge Grain Co., receivers and shippers.*
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Marshall Hall Grain Co., consignments solicited.*
McKee Lindley & Dunn Grain Co., commission.
Mid-West Grain Co., pure soft wheat.*
Sloan Simmons Grain Co., consignments.*
St. Joseph Hay & Grain Co., grain merchants.*

ST. LOUIS, MO.

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Elmore Schultz Gr. Co., receivers and shippers grain.*
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Graham & Martin Grain Co., grain commission.*
Ichertz & Watson, grain, seeds and hay.*
Marshall Hall Grain Co., grain commission.*
Mason Hawpe Grain Co., grain merchants.
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grass seed.*
Teasdale Com. Co., J. H., receivers and shippers.*
Toberman, Mackey & Co., grain, hay, seeds.*
Turner Grain Co., grain commission.

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McCaull Dinsmore Co., commission.*
Quinn-Shepherdson Co., grain commission.*
Rumsey & Co., receivers of consignments.*
Slaughter Burke Grain Co., receivers, shippers.*
Taylor & Bournique Co., grain merchants.*

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King & Co., C. A., grain and seeds.
Southworth & Co., grain and seeds.*
Wickenbiser & Co., John, grain receivers, shippers.
Young Grain Co., grain receivers, shippers.
Zahn & Co., J. F., grain seeds.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*

TOPPENISH, WASH.

Preston Co., H. P., alfalfa meal, grain, hay, feedstuffs.

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Board of Trade Members.

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Blood-Pickerill Grain Co., consignments, mill orders.
Clark Burdgrain Co., consignments.*
Clark Grain Co., C. M., all kinds grain and feed.
Craig Grain Co., J. W., consignments and mill orders.
Evans-Williams Grain Co., grain and mill feed.*
Groth, Samuel C., milling wheat and feed.
Hayes Grain Co., John, Okla.-Kan. wheat for mills.
Kansas Flour Mills Co., receivers and shippers.*
Kansas Milling Co., millers and grain merchants.*
Kelly Grain Co., Edward, grain and mill feed.
Koch Grain Co., Geo., milling wheat.
Kramer Grain Co., receivers and shippers.*
Raymond Grain Co., consignments.
Strong Trading Co., wholesale grain and feed.*
Wallingford Bros., receivers and shippers.*
Warwick Grain Co., "always have a bid."
Wichita Flour Mills Co., millers and grain merchants.
Wichita Terminal Elev. Co., general elevator business.*

WINCHESTER, IND.

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Board of Trade
Members

CHICAGO

Board of Trade
Members**E. W. BAILEY & CO.**
Commission MerchantsReceivers and Shippers of
GRAIN, SEEDS, PROVISIONS
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SERVICE THAT SERVES OUR GUARANTEE
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Webster bldg. CHICAGO, ILL. Hubbell Bldg. DES MOINES, IOWA**JOHN E. BRENNAN & CO.** GRAIN and SEEDS
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Keeping Customers is Our Business**W. G. PRESS & CO.**
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Peoria offers a strong outlet for
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O'DONNELL GRAIN CO.

Think O'Donnell when you think grain

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Quotation Record, Form 97A, is formed of sheets of bond paper ruled to facilitate the recording of daily market prices of different options.

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Milling Grains Our Specialty

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FASTEST GROWING COMMISSION HOUSE IN AMERICA
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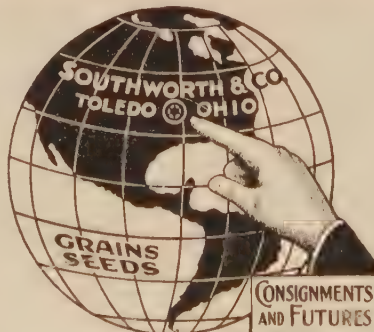
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We make track bids and quote delivered prices.
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International Game, played in Toledo, Ohio.
Providence does dealing. When "Seedy" favor
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Like Billy Sunday, they deal in cash and futures

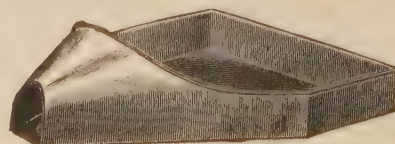
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Made of sheet aluminum, formed by bending,
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Grain Size, 2 1/4 x 1 1/2 x 1 1/2", Price \$1.90
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Place an adv. in the "Wanted" or "For Sale"
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SHIPPERS AND CONSUMERS

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L. E. SLICK

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Call us for track bids
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Wants Correspondence with members of the
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yellow shelled corn and re-cleaned white oats.

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MILLING

WHEAT

Hard or Soft

Direct from Country Points—via any road

WIRE US FOR PRICES

EMPORIA ELEV. & FEEDING CO.

Grain Department

Resources \$200,000.00

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—TO—

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"The top o' the market to you."

MUNN BROKERAGE COMPANY

NOT DEALERS - - JUST BROKERS

ENID, OKLA.

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Brokerage and Commission
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We buy all kinds of Grain and Mill
Feed, Sample Feed Wheat, Barley,
Milo, Kaffir Corn, etc., for

NEW ENGLAND AND EASTERN TRADE

Send Samples—Write Us

You Can Make

the Grain Dealers Journal worth
much or little to your business.
It represents the labor of nearly a
thousand persons using equip-
ment that costs nearly a million.
All of it is in the interest of your
business and you will find sugges-
tions and pointers in both the
reading and advertising pages of
real value, if you will but read
and heed the message.

If you have a good thing

Tell the Grain Dealers—
They'll do the rest—

Advertising is the quickest
and best way—but it must be
the right kind of advertising.

If you have spent your good
money without satisfactory re-
sults, it's a case of wrong arti-
cle or wrong advertising.

The easiest, most direct,
most popular and most effective
way to the grain dealer is The
Grain Dealers Journal route.

Try it.

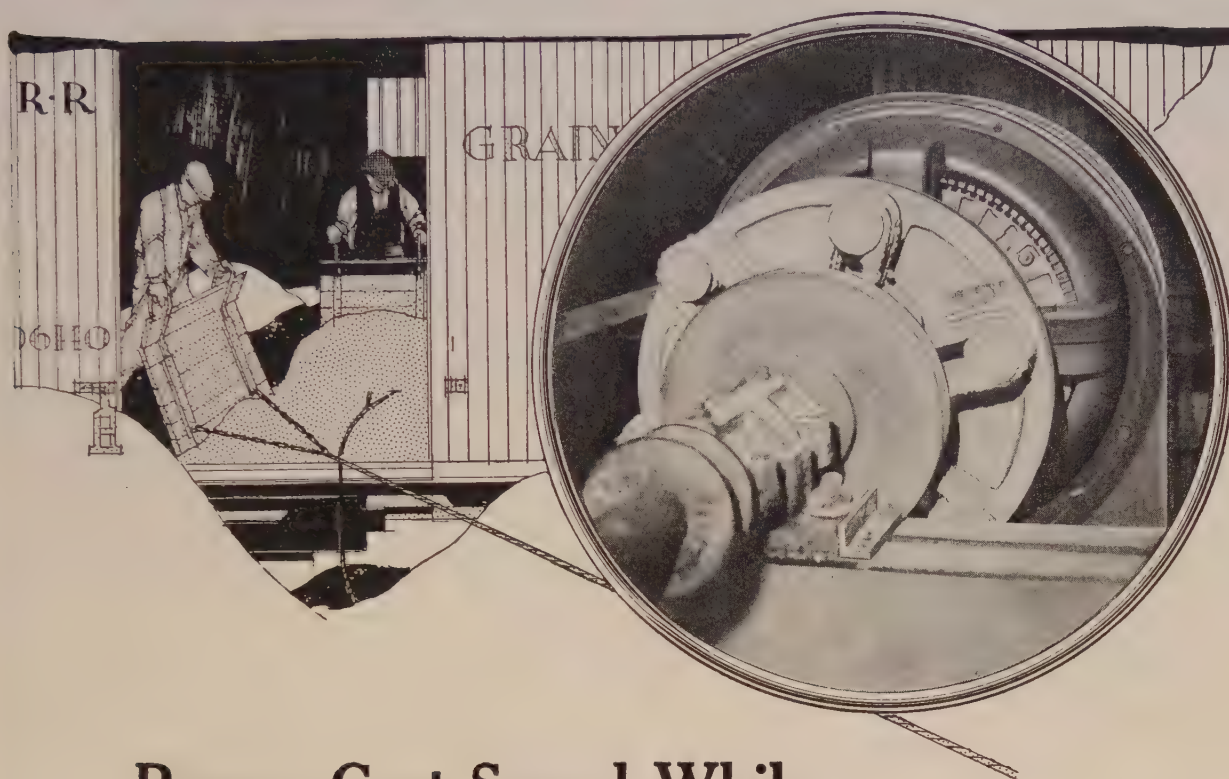
If Your Business

isn't worth advertising
advertise it for sale.

YOUR MESSAGE

Let the Grain Dealers Journal your message bear
To progressive grain dealers everywhere.

*Most of the flour in this country comes from
G-E Motor-driven Mills.*



Power Cost Saved While Spotting or Between Cars

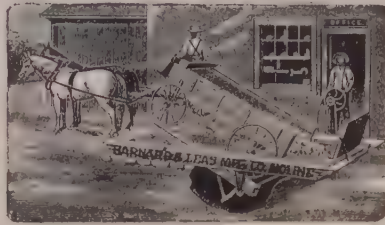
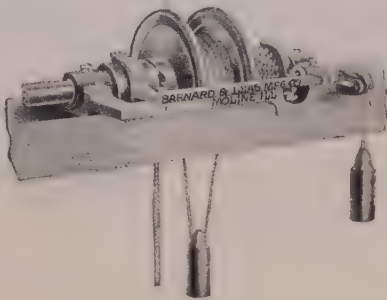
WITH direct-connected G - E Motors driving your car grain shovels, all power cost ceases except when shovels are actually in use.

While cars are being spotted and doors opened, while planking is being removed, and between cars, the motor can be shut down by a convenient push button.

The type of motor used has no electrical connections between its rotating and stationary parts and so cannot cause a spark, while an enclosing frame makes it rat-proof.

Leading elevators throughout this country are greatly reducing their costs per barrel by using G-E Motors which have operated for many years with practically no upkeep cost.

General  **Electric**
General Office **Company** Schenectady, N.Y.
43-175



Elevator Men of Experience Prefer the Barnard Moline Line

of elevator and feed mill machinery, because they are certain to get results. Thousands of elevator owners have used the Old Reliable Barnard-Moline Line with great success for the past 60 years, which is indisputable evidence of its superior service.

Many of the valuable features incorporated in the Barnard-Moline Line were originally designed by the Barnard & Leas Mfg. Co., many years ago. Others have since adopted the same principles. It was the Barnard & Leas Mfg. Co. who designed and pioneered the first successful grain separator, the principle of which is so eminently correct that all makes of separators today are built in conformance with it. The first of the present well known type of sieve corn cleaners were also originally designed by them.

The Barnard-Moline Line is always kept up-to-date with the most modern ideas, and it will always give you efficient service.

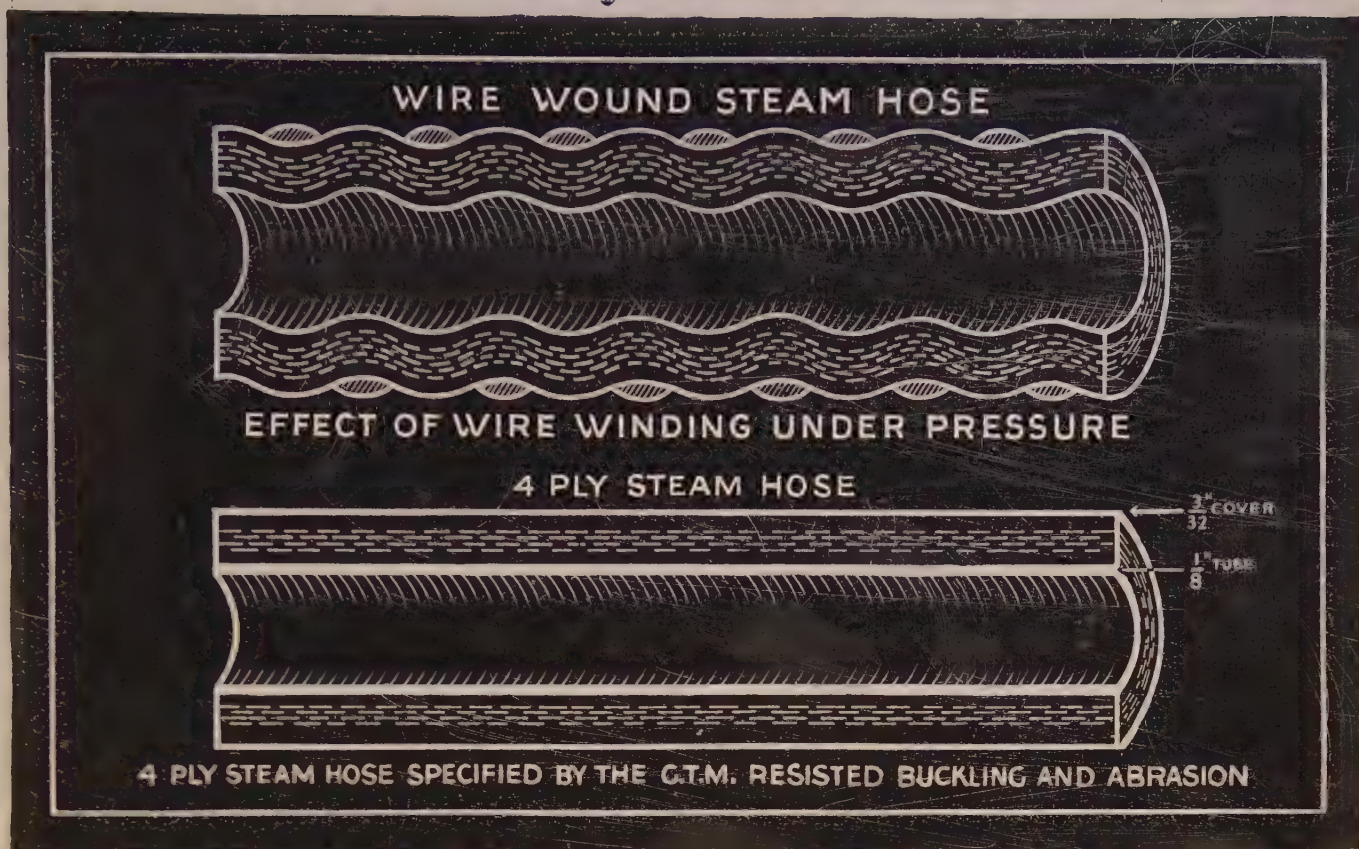
*Write Today for Catalog of Complete
Elevator and Feed Mill Equipments.*

BARNARD & LEAS MFG. CO.

MILL BUILDERS AND MILL FURNISHERS

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.





Steam, Wire, Rubber—and the G. T. M.

That steam hose had to be protected with wire, was long taken for granted by the Beach City Silica Sand Company, at Beach City, Ohio. Of course the hose had a habit of suddenly choking up and having to be discarded, but it had always done that, so they thought it was natural enough. In their experience, hose and steam didn't go well together anyway, and besides the wire seemed necessary for protecting the cover when it was dragged over sand, gravel and rock.

But one day a G. T. M.—Goodyear Technical Man—called on Mr. Oliver, president and general manager. And before he left he showed Mr. Oliver something about wire, steam and rubber. When he first came in he was asked what he had to sell. "Steam Hose," said he. "What's the price?" was the answer. "I want to show you something about hose first," said the G. T. M. "Oh, I see; you're one of the fellows that have something a little better than anybody else." The G. T. M. admitted that he was, and that the something better was just what Mr. Oliver needed to cut down his steam-hose bills.

He showed him a sample of 4-ply Goodyear Steam Hose—of Monterey construction—not wire-wound. Mr. Oliver immediately pointed out that their hose had to be dragged over rough, sharp surfaces and needed wire protection. And then the G. T. M. explained what wire-winding does to steam hose—how the alternate heating and cooling, pressure and deflation involved in using steam hose, expand and contract the body of the hose more than they can expand or contract the wire-winding. In consequence the inner tube of the hose

separates from the fabric plies, causing a blister which sooner or later closes up and prevents steam from getting through in the required volume.

Then he told him about the rubber cover of that piece of Goodyear Hose, how it was compounded to resist abrasion, and how it did resist it. Mr. Oliver was interested, said he had never thought that wire-winding was harmful or that a properly compounded cover could do what that Goodyear cover seemed to be able to do. But he said he didn't need any hose just then.

A month later he ordered according to the G. T. M.'s recommendation—ordered by mail. Some time later the G. T. M. saw him. He was perfectly satisfied, introduced the G. T. M. to some of his friends and told them that if they wanted to save money on belts and hose to let him analyze their conditions and prescribe the goods to meet them. And he added: "He told me something about steam hose that I never knew before; after he left I proved it by cutting up an old piece of hose. And the hose he recommended is rendering exceptional service." Of course the Beach City Silica Sand Company continues to order its hose from Goodyear, in accordance with the G. T. M.'s recommendation.

If you have never challenged your steam and water hose bills, ask a G. T. M. to call. He'll do so when next in your vicinity. His services in the matter of hose are free—just as they are for belts. The good will resulting from the economies the G. T. M. effect, is always certain to result in a gratifying volume of business within a few years.

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

BELTING • PACKING HOSE • VALVES
GOODYEAR
 AKRON

If all Users of Belt Conveyors Would—

Specify

BELTS made of heavy 37½ OZ. DUCK, closely woven to provide tensile strength and a rugged body—

BELTS treated with a Genuine Preservative Gum, which blends with the natural oils in the fibres of the fabric and produces lasting belt-vitality and pliability—

BELTS built to run straight, by having the inner layers cut with straight edges (not folded) to create equal tension from edge to edge under strain—

BELTS held together by strong fibre cable stitches, with the inner layers separately stitched and encased in an outer 37½ oz. jacket, and having the core and casing again stitched through, sealing up (locking-in) the separately stitched inner layers, producing a double-stitched (inner-locked) construction absolutely preventing ply separation—

BELTS of sturdy and sinewy build to hold the hooks and bolts and prevent fasteners from working loose and pulling out—

BELTS having reinforced, cushion-like edges to prevent edge abrasion—

Then all Conveyor Belt Users would be assured of the efficiency, safety, economy and dependable service embodied in

REXALL DOUBLE — STITCHED CONVEYOR and ELEVATOR BELTING

Makes good *Because* it's made good

IMPERIAL BELTING COMPANY
CHICAGO

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General Offices

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Cleveland

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WATERBURY CORDAGE

SPLICE FOR TRANSMISSION ROPE

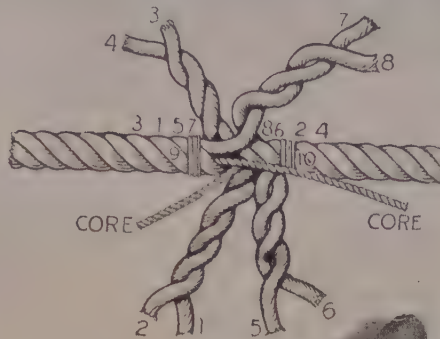


Figure 10

1. Tie a piece of twine (Fig. 10) around the rope to hold it about six (6) feet from each end. Unlay the strands of each end back to the twine.
2. Butt the ropes together and twist each corresponding strand loosely, to keep them from separating as shown at (a).
3. The strands of the left rope are now unlayed one and a half feet, and the strands of the right rope are unlayed one and a half feet.

WATERBURY CORDAGE

5. The ends of the cores are now cut off so they just meet.
6. Unlay strand 1 four and a half feet, laying strand 2 in its place.
7. Unlay strand 3 one and a half feet, laying in strand 4.

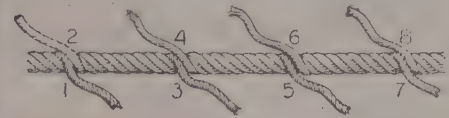


Figure 11

8. Cut all the strands off to a length of about 20 inches, for convenience in manipulation. The rope now assumes the form shown in Fig. 11, with the meeting-points of the strands three feet apart.

Each pair of strands is now successively subjected to the following operations:

9. From the point of meeting of the strands 8 and 7 unlay each one three turns: split both the strand 8 and the strand 7 in halves, as far back as they are now unlayed, and the end of each half-strand "whipped" with a small piece of twine.

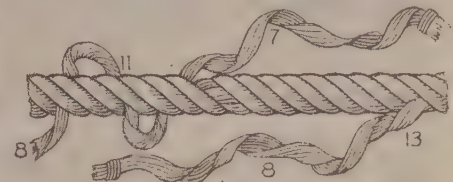


Figure 12

On Waterbury Rope Drives

The uniform diameter and weight of Waterbury Manila Transmission Rope, the quality of its selected fibre, and the skill with which it is laid, make it outlast other ropes in severe power transmission service.

Naturally the better the splice is made the less chance for splice failure. How to splice a transmission rope properly is only one of the valuable bits of rope information in the Waterbury Rope Handbook. It holds 220 pages of rope data—all you need to know about every sort of rope.

Every rope buyer or user ought to have a copy handy. One will be mailed to you for the asking.

WATERBURY COMPANY

63 PARK ROW, NEW YORK

Chicago.....1315-1321 W. Congress St.
Dallas, Texas.....A. T. Powell & Co.

San Francisco.....151-161 Main St.
New Orleans.....1018 Maison Blanche Bldg.

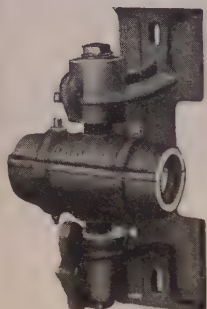
2230-W

WATERBURY
FOUNDED
1860

ELEVATOR MACHINERY

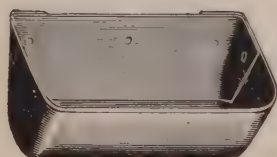
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Lower Prices Guaranteed Equipment
Prompt Shipments



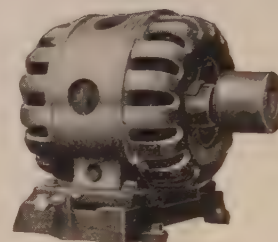
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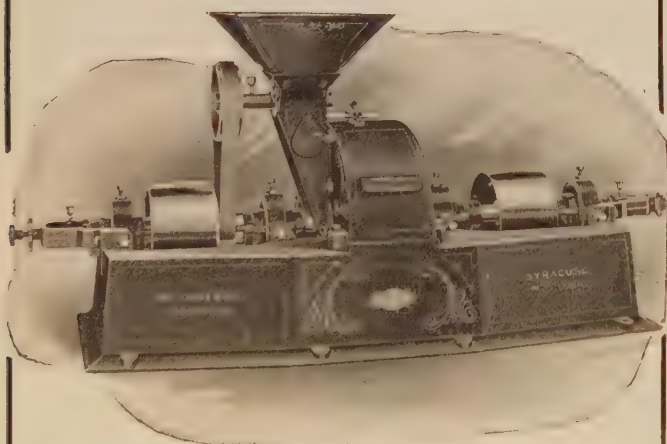
Howell Roller Feed Mills

We have the largest stock of ELEVATOR EQUIPMENT and SUPPLIES in the Northwest. Our prices and goods are right, and we want your business. Our GENERAL CATALOG E-119 and discount sheet will be mailed on request. Get your copy now.



R. R. Howell and Company - - Minneapolis, Minn.

**You Cannot Judge
A Mill by the
Advertised Description**



If you are interested to know why our "HALSTEAD" has larger capacity; does better work with less power, at about one-half upkeep expense, and original cost of Mill from 40% to 60% less than other makes, write us for catalogue.

THE ENGELBERG HULLER CO.
831 W. Fayette Street SYRACUSE, N. Y.

SHIPPERS' RECORD BOOK No. 20

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2000 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds and Balance.

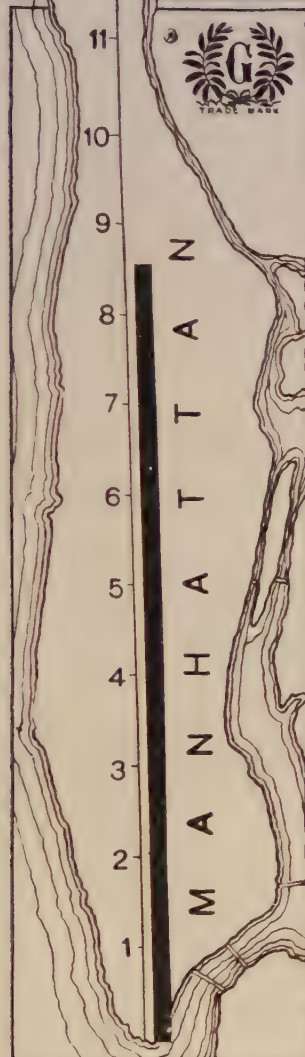
Wide columns are provided for recording these facts under the respective heads.

Price, \$2.25. Address

GRAIN DEALERS JOURNAL
LaSalle Street - CHICAGO, ILL.

THE VALUE OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.



8½ Miles of It

Extending, when unrolled, in a continuous line 8½ miles long, and weighing over 130 tons, we recently shipped what was, perhaps, the largest single order of Belting ever sent out of a Rubber Factory.

This record shipment—which would stretch from the Battery to well above the top end of Central Park—covering the whole teeming center of New York City—we made on the order of James Stewart & Co., for the enormous new Terminal Grain Elevator they are building for the Pennsylvania Railroad at Canton, Baltimore, Md.

Goodrich "LEGRAIN" and "CARIGRAIN" Belts are installed in large and small Elevators all over the country. We believe we have developed Rubber Belts for Grain Handling to a higher standard than has ever before been attempted.

We await your request for samples and detailed information

THE B. F. GOODRICH RUBBER COMPANY
The City of Goodrich—Akron, Ohio

GOODRICH
"LEGRAIN" BELT

GOODRICH
"CARIGRAIN" BELT





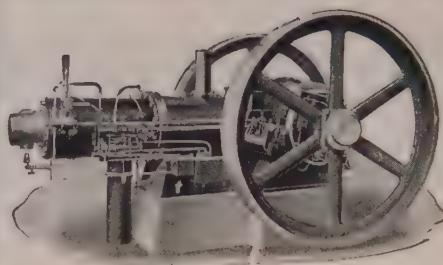
Say!
This is Fun

Any operator on a UNION SPECIAL Filled Bag Closing Machine will tell you that he is having fun in closing four times as many bags as he did when he sewed them by hand.

And, at the same time he is saving money for his employer in bag and twine costs.

We shall be glad to go into details and explain the possibilities of this wonderful equipment.

**UNION SPECIAL
MACHINE COMPANY**
422 N. Franklin Street. CHICAGO.



Real Power—

the kind that you can depend upon at all times is the kind of power you want. And you want this kind of power as cheap as you can get it. The MUNCIE OIL Engine for many years has been giving satisfactory service in hundreds of country elevators. It should be in yours. Here are a few

Reasons Why

| | |
|-------------------|---------------------|
| Lower Fuel Cost | Steadier Power |
| Closer Regulation | Greater Reliability |
| No Shut-downs | Fewer Repairs |
| More Power | Lower Upkeep |

Write for proof of facts.

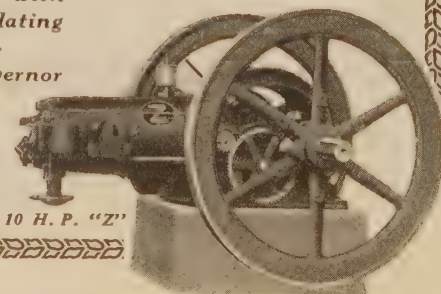
MUNCIE OIL ENGINE CO.
518 JACKSON STREET MUNCIE, IND.

FAIRBANKS-MORSE "Z" Kerosene Engines

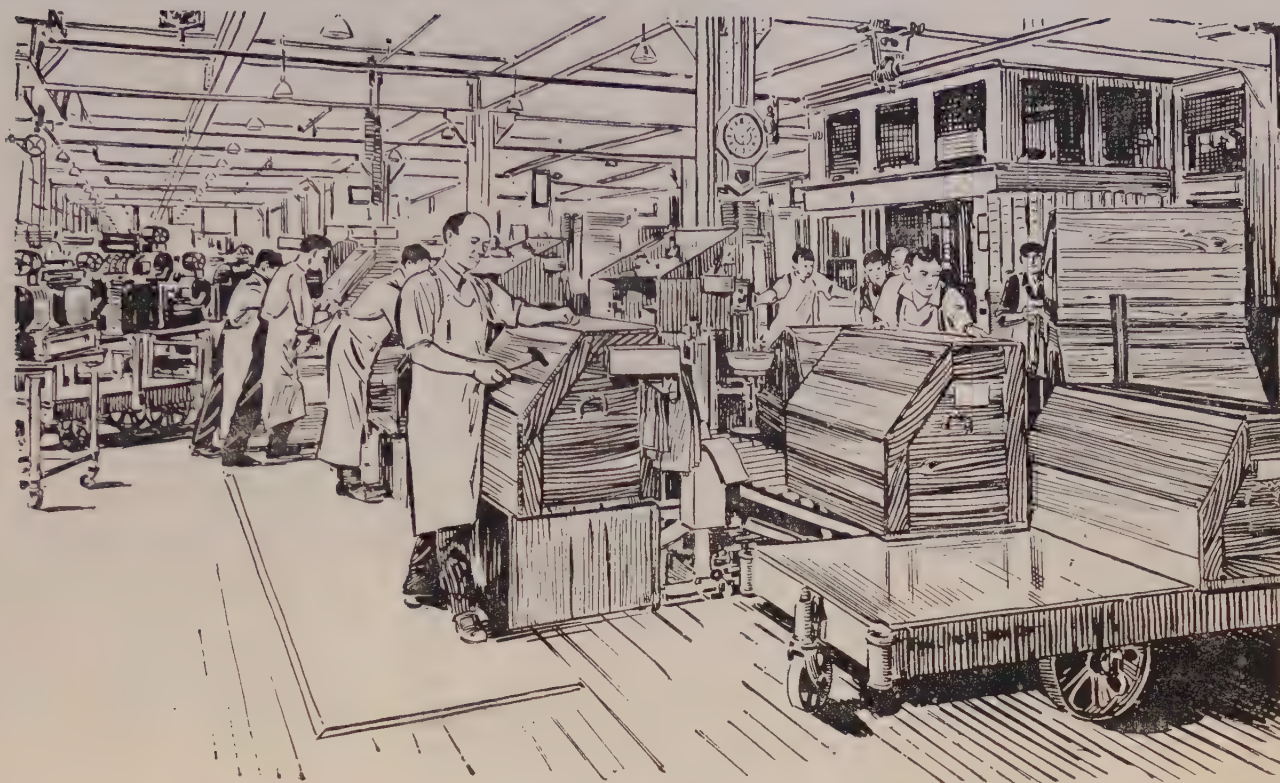
Have an enviaale record for producing efficient grain elevator power. All sizes use KEROSINE and other economical fuels. Guaranteed by Fairbanks-Morse Quality.

Fairbanks, Morse & Co.
MANUFACTURERS CHICAGO

1½ to 15 H. P. with
Built-in Oscillating
Magneto-
Throttling Governor



10 H. P. "Z"



Every 2 minutes a National Cash Register leaves the factory

Consider for a moment just what this means

IT MEANS that every two minutes a wide-awake merchant somewhere in the world is installing a modern National Cash Register.

It means that during every ten-hour working day, more than three hundred merchants are convinced that they can conduct their business better with a National Cash Register.

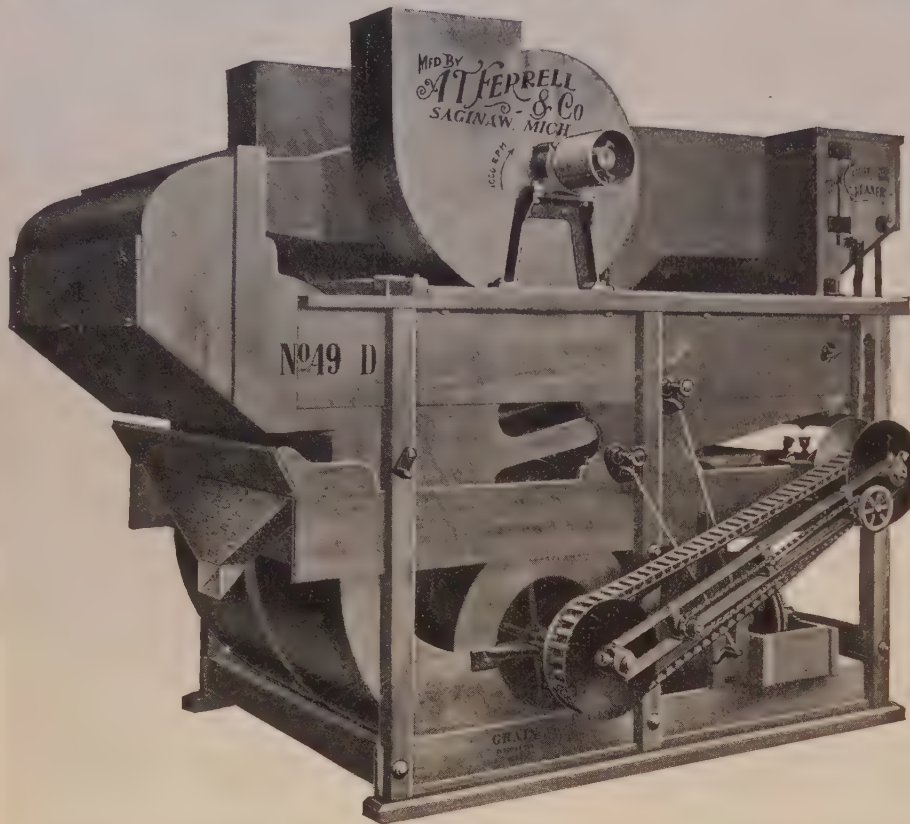
It means that every month in the year more than seven thousand stores are adopting the safe, economical, efficient National Cash Register System.

It means that wherever cash is handled or merchandise sold, the National Cash Register System has come to be recognized as the quickest, most accurate, most economical method of making and recording transactions.

**There is a National Cash Register especially adapted for your business.
Write today for full information.**

The National Cash Register Company
Dayton, Ohio
Offices in all the principal cities of the world

Dustless "Clipper" Cleaner Number 49-D

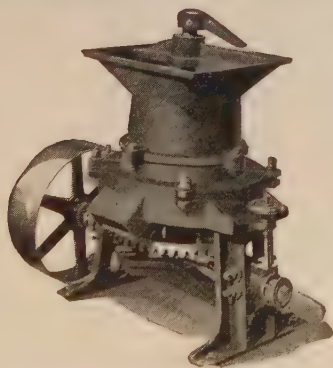


This is an excellent machine for cleaning clover, timothy, flax and all kinds of fine seeds, also grain, beans or peas. It has two screens with roller bearing brushes under each screen and is strictly up-to-date in every respect.

The dustless attachment is a great advantage. Its fan is powerful and will drive the dust a long way. It also has a short leg which lifts the dust and dirt from the grain before it passes over the screen.

We have a machine for almost every grain cleaning purpose. Write for our catalog and full information.

A. T. Ferrell & Co.
Saginaw, W. S., Mich.



TRIUMPH CORN AND COB CRUSHERS USUALLY RUN FOR AT LEAST A GENERATION

Bulletin giving sizes, capacities and dimensions gladly mailed upon request.

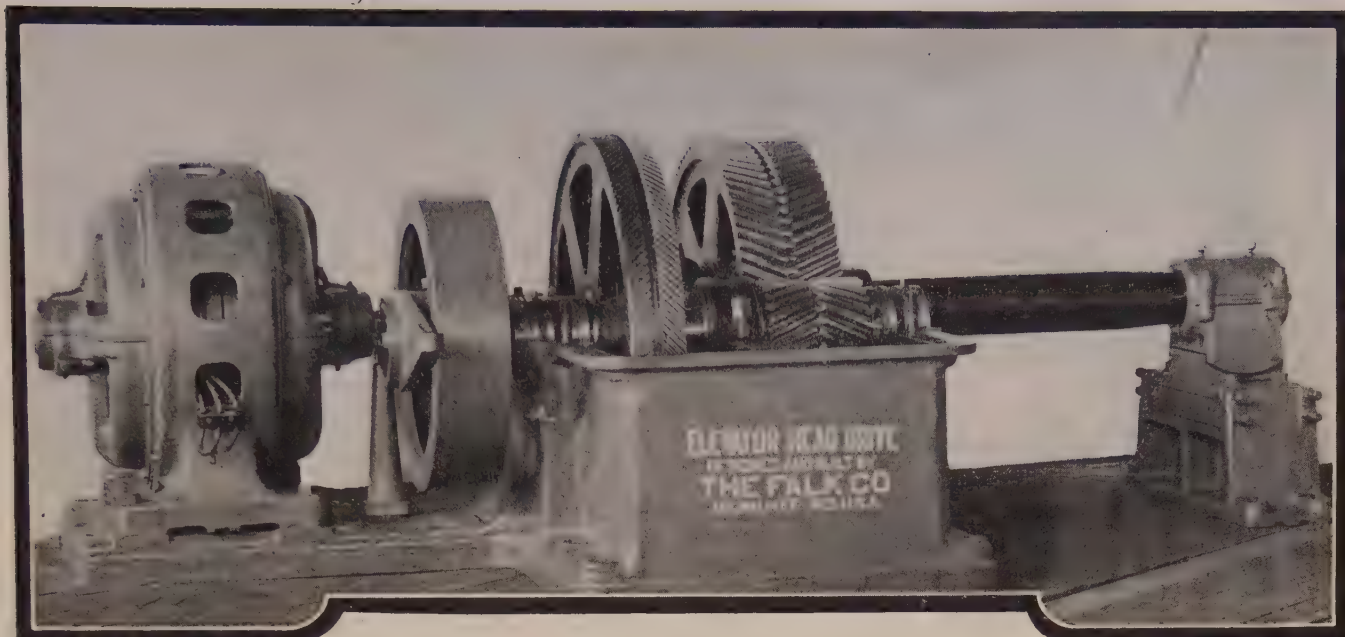
THE C. O. BARTLETT & SNOW CO.
Main Office and Works: Cleveland, Ohio

No. 1273

Have You Seed For Sale?

Do You Wish To Buy Seed?

See our "Seeds For Sale—
Wanted" Department
This Number.



Ready for the World's Most Modern Elevator

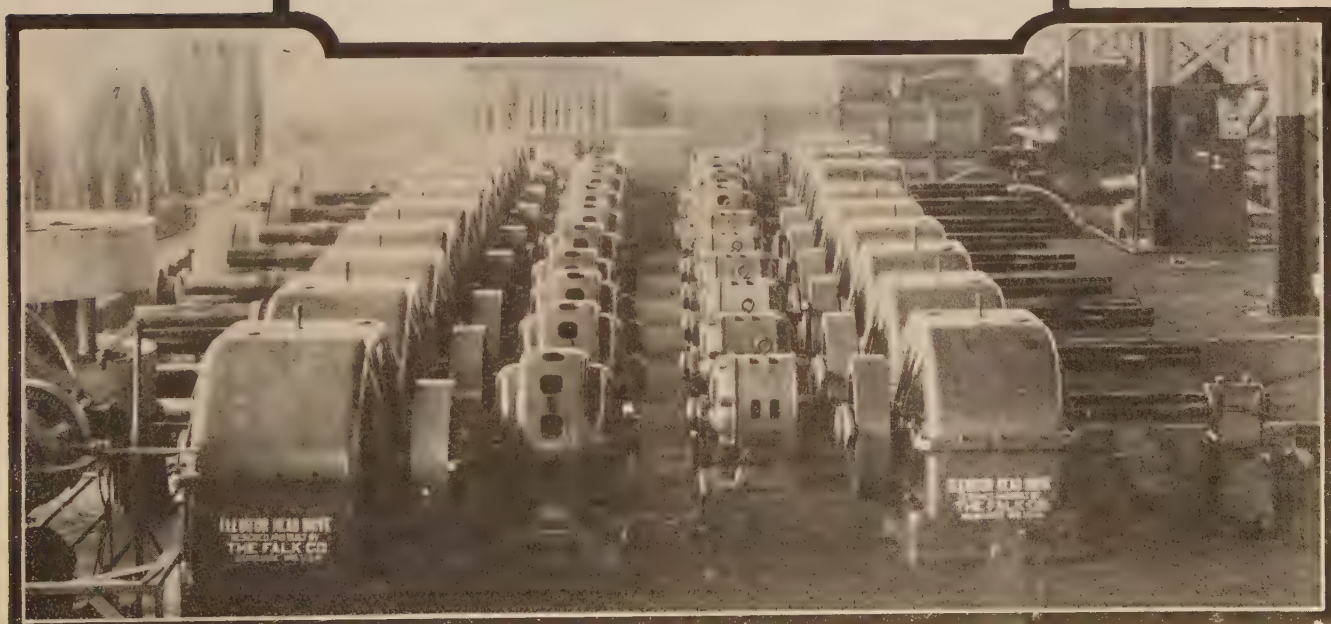
The Northern Central Elevator of 5,000,000 bus. capacity now being built by the James Stewart & Co., at Canton, Baltimore, Md., is designed to be the most efficient Grain handling plant ever built.

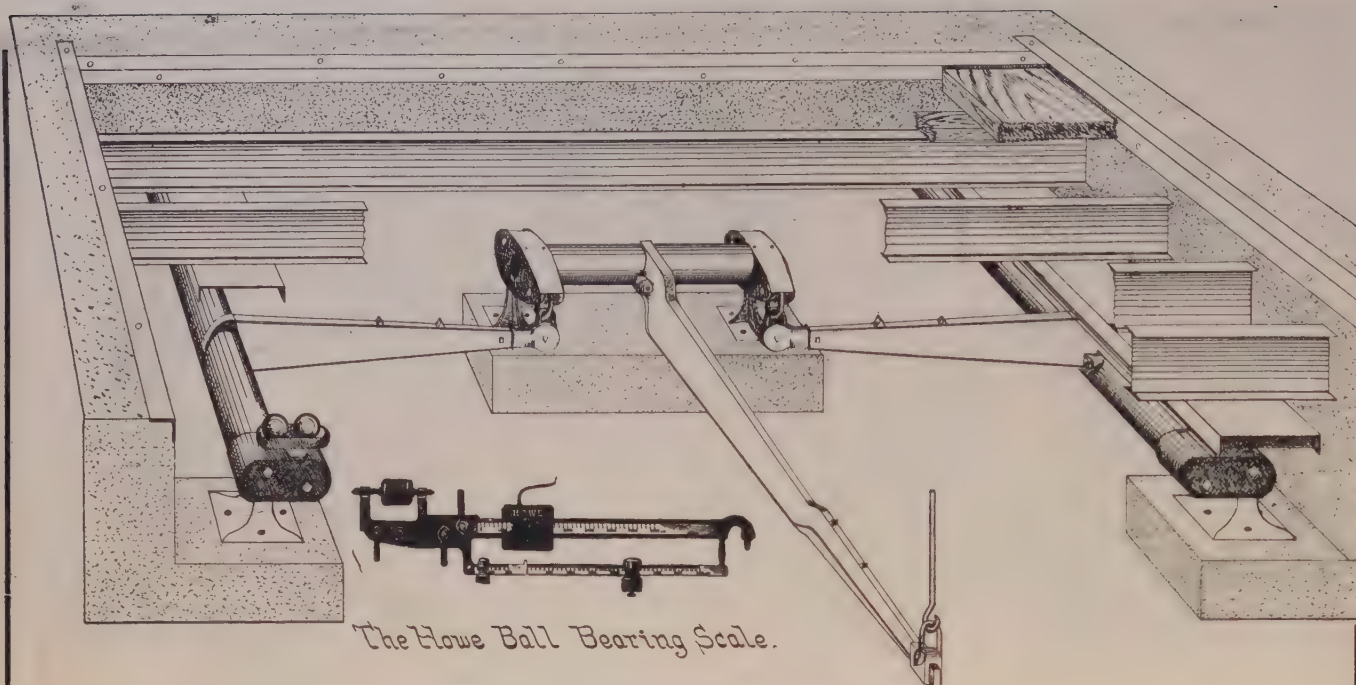
Elevator legs will be equipped with 100 and 150 h. p. motors having a speed of about 800 R.P.M. In order to reduce this speed to about 30 R.P.M., the speed of the head pulley, The Falk Co. designed herringbone reduction gears for all 19 legs.

Owing to the high efficiency and the saving in power consumption in these gears being so highly satisfactory, the James Stewart Co. have decided to use them on all drives requiring the necessary speed reduction.

THE FALK CO.

Milwaukee, Wisconsin





You will soon need an **AUTO TRUCK SCALE.**

The **HOWE BALL BEARING** has stood the test for 63 years and met all requirements. The **MOST PRACTICAL SCALE** made for weighing **AUTO TRUCKS.** The twisting, turning and suddenly stopping of an **AUTO TRUCK**, instead of being directly on the pivots, is taken care of by the **Ball Bearings** which are an exclusive feature of the **Howe Scale.**

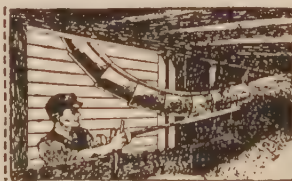
*No expense in upkeep after the original cost of Scale
Write us for prices. Send us your old scales to be refitted.*



Dust Protectors



Pullies—All Kinds



Loading Spout Holders



Distributing Spouts



V Buckets—Salem and Empire



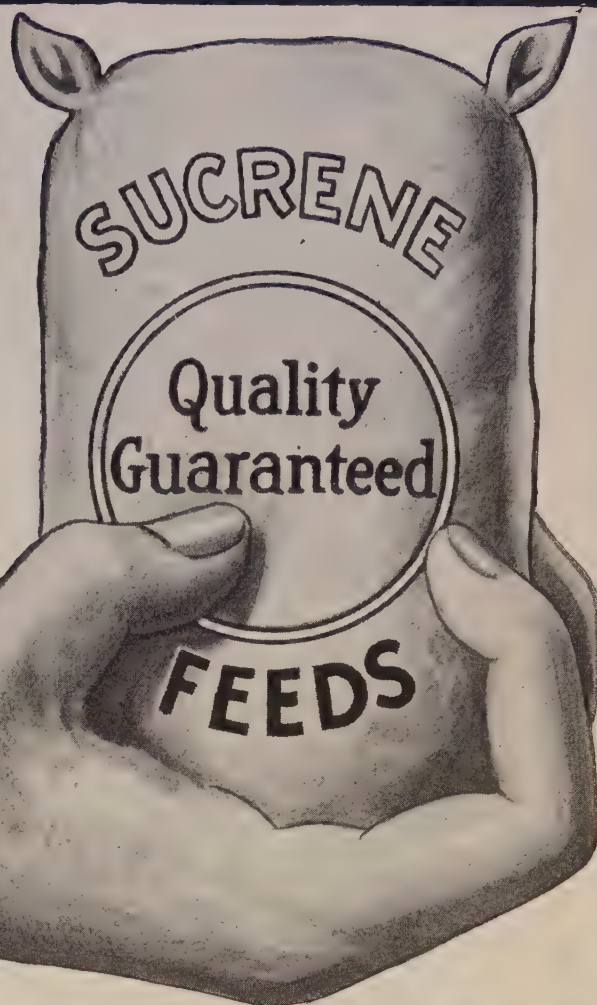
We are headquarters for all kinds of Elevator Machinery. Send us your list and let us quote prices. We can save you money. Let us quote you on complete machinery for your new elevator. We manufacture all sizes of Grain Spouting, Loading Spouts, etc.



AMERICAN SUPPLY & MACHINERY CO.

1102-4 Farnam St., Omaha, Neb.

**"Hold Fast
That
Which Is
Good"**



SUCRENE FEEDS

In Their 20th Year of Popularity

One dealer, who has handled Sucrene Feeds for many years, writes: "We have had increasing sales on Sucrene Feeds each year. When we sell a feeder Sucrene he is generally a regular customer. Have handled a number of other feeds but they are hard to start and generally fall off. In the long run we consider Sucrene our best seller."

**Quality First and all the Time
The Sucrene Feed Slogan**

It gives you a grip on the feed business which competition can not break.

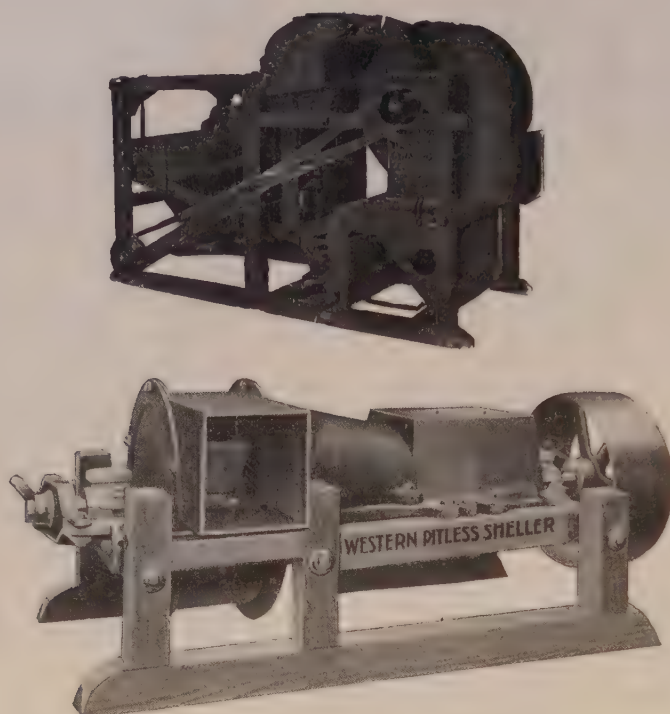
Our new feed mill at Peoria, Ill., the greatest and most modern plant in America, devoted exclusively to the manufacture of mixed feeds, will soon be ready for work. In the meantime our Owensboro, Ky., plant is running double shifts to keep up with the demand for Sucrene Feeds.

We solicit your order for Poultry Scratch Feeds in any quantity. The late fire did not affect this branch of our manufacturing facilities. Address Main Office at Peoria, Ill

AMERICAN MILLING COMPANY

Main Office and Mills: PEORIA, ILL.

Southern Mills: OWENSBORO, KY.



ELEVATOR MACHINERY

The "Western Line" comprises everything needed to make an Elevator efficient and successful. We manufacture all necessary equipment, and anticipate fully the requirements of the trade. If your plant is fitted with "Western" machinery there is little fear of difficulty, but whenever things go wrong this is the house to supply you. We employ a large force of expert engineers and have spent a lifetime studying the needs of Elevator requirements. All our facilities are at your disposal.

Forty years of continuous service and satisfaction have given the "Western" line a reputation for reliability and performance that to us is as good as a copyright. Whenever equipment is wanted in a hurry we are at our best, and if you've the slightest idea of remodeling or repairing, get in touch with us at once. You should have our new catalog for quick references, and always think "Western" when in need of any elevator equipment.

UNION IRON WORKS, Decatur, Ill.



For Grain Elevators

The Grain Elevator shown above is located at 54th and Honore Sts., Chicago. It is owned by the Grand Trunk Railway. Dilley & Nelson Co., the sheet metal contractors, used 504 squares of 24 ga. $2\frac{1}{2}$ " corrugated Toncan Metal for siding and some 25 bundles of Toncan Metal in other sheet metal work.

Sheet metal is the ideal covering for grain elevators because it gives fire and lightning protection as well as protection from the weather.

Toncan Metal is the most economical sheet metal that can be used because the cost per year of service is much lower than that of ordinary sheet metal.

Toncan Metal is sold by jobbers and dealers everywhere.

The Stark Rolling Mill Co., Canton, Ohio

Our Sheet Metal Primer gives the story of Sheet Metal from ore to elevator, from ancient days to now. This book is easily read, INTERESTING. Write for it at once.

TONCAN
METAL

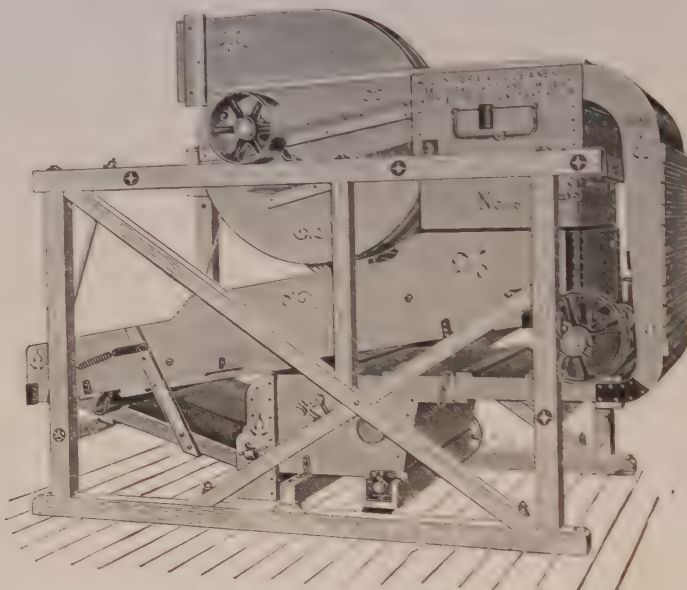
A PERFECT GRAIN CLEANER

The "U. S." Grain Cleaner is easily the leader in satisfactory grain cleaning. It has built up an enviable reputation by its record of consistent good performance. It is the cleaner you should install in your elevator.

One
Powerful Fan

Fan Always
Under Control

Dustless



Two
Air Separations

Journals
Run Cool

Light Running

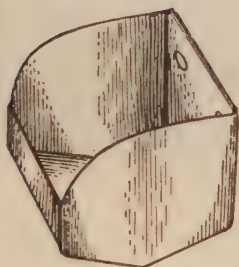
Catalog of Our Complete Line of Elevator Machinery on Request

B. S. CONSTANT MANUFACTURING CO.

Bloomington

Illinois

"D P" SUPERIOR CUPS



—the High Capacity, High Speed Cup

"D P" Superior elevator cups are not in the experimental stage; the actual performance of these cups is nothing short of remarkable. The combination of high speed, larger contents and reduced distance between cups results in a capacity four to five times that of ordinary cups of the same dimensions.

Results Obtained

Perfect discharge at indicated low or high speed.
A speed three times the ordinary.
Contents 25 to 40% more than ordinary cups.
Distance between cups reduced materially.
Higher speed, reducing size of equipment and eliminating gears,—reduction of power consumed and initial cost.

Responsible concerns can try this cup at our risk! Write us!

MOLINE C. SUPERIOR
MILL CO. MILL
MANFG. MACHINERY
MOLINE, ILLINOIS, U.S.A.

WHAT DO YOU NEED

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

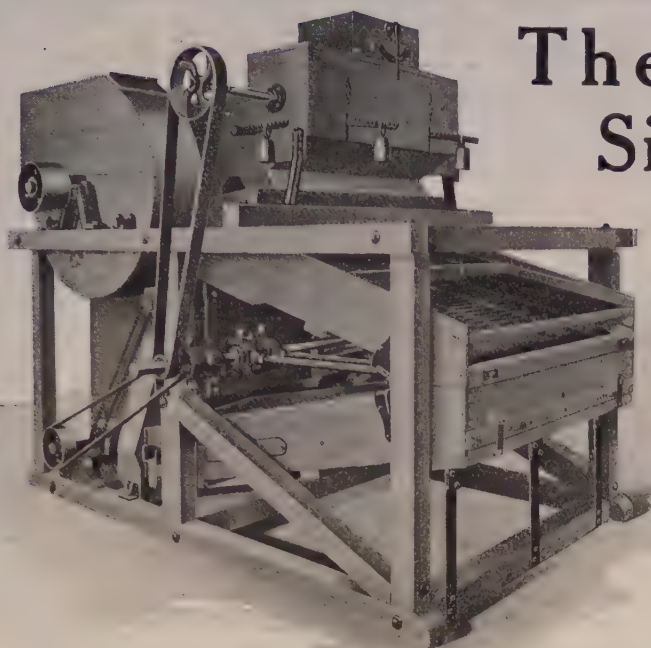
| | |
|---------------------|---------------------------|
| Account Books | Lightning Rods |
| Attrition Mill | Manlift |
| Bags and Burlap | Moisture Testers |
| Bearings { Ball | Oat Bleachers |
| { Roller | Oat Clipper |
| Belting | Painting or Repairing |
| Boots | Portable Elevator |
| Buckets | Power { Gas Engine |
| Car Liners | { Kerosene Engine |
| Car Loader | { Motors |
| Car Mover | Power Shovel |
| Car Puller | Rolls for Cracking Corn |
| Car Seals | Sample Envelopes |
| Cleaner | Scales |
| Clover Huller | Scarifying Machine |
| Conveying Machinery | Self Contained Flour Mill |
| Distributor | Separator |
| Dump | Sheller |
| Dump Controller | Sieves |
| Dust Collector | Siding-Roofing { Asbestos |
| Elevator Leg | { Steel |
| Elevator Paint | Silent Chain Drive |
| Feed Mill | Spouting |
| Fire Barrels | Storage Tanks |
| Grain Driers | Testing Apparatus |
| Grain Tables | Transmission Machinery |
| Gravity Cleaner | Transmission Rope |

or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago



The Latest Model Sidney Cleaner

The most important machine in an elevator or mill is the cleaner. When it works well, it saves grain and trouble in every progressive operation.

The latest model "Sidney" Double Shoe Corn and Grain Cleaner illustrated here is perfection in every working part.

We guarantee it will clean corn, oats, wheat, rye and barley successfully.

Its simplicity saves trouble and insures durability.

The shoes vibrate, but they are driven by opposed eccentrics, which causes the machine to run without vibrating the building.

Write for further particulars.

The PHILIP SMITH MANUFACTURING CO., Sidney, Ohio



"Hamilton Made"

Belting for Every Elevator Purpose

For years our study has been how to make the best Rubber Belting. The "Hamilton Made" brands are standard among elevator managers. There are two standard brands: INVINCIBLE for Cleaners, Shellers, Clippers, Separators, Feed Mills, Car Pullers, Engines and Motor Drives. LAKEWOOD for Legs and Conveyors. Write for particulars.

Hamilton Rubber Mfg. Co., 218 No. Wells St., Chicago

Factories: Trenton, N. J.

Branches: New York and Philadelphia

Farmers WANT *Ankorite* ^{steel} Drive Posts

MILLIONS of practical farmers are reading hard-hitting facts about Ankorite Steel Drive Posts in all of the leading farm magazines. They know the posts and they want them—and they want to buy them from YOU.

We're getting inquiries from thousands of farmers who want to know where they can buy Ankorite Posts. Many of them come from your territory—can we refer them to you? An Iowa dealer writes:

"Please ship us at once 1000 more of your 6 foot 6 inch line posts. We're sold out and the farmers are crying for more posts, so please rush the order and we will do our part."

Dealers who began by ordering a few hundred Ankorite Posts are now ordering carload lots by wire! They can't get them fast enough to meet the demand.

Take advantage of this big, smashing, money-making opportunity. Some live wire dealer in your territory is going to make a lot of money through the exclusive sales rights for Ankorite Posts—and we're going to get behind him with all of the resources of the Calumet Steel Company to help him sell posts as he never sold them before.

We want *you* to be that dealer. Sit down right now and drop us a letter or postcard. Just say "Send me details of your dealer proposition and co-operative sales plan." We'll do the rest.

Calumet Steel Company

208 So. La Salle St., Dept. 9

CHICAGO



AS PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

New York Belting & Packing Co.

91-93 Chambers Street
NEW YORK

124-126 W. Lake Street
CHICAGO, ILL.

2d Ave. N. and 3d Street
MINNEAPOLIS, MINN.

216-220 Chestnut Street
ST. LOUIS, MO.



Too Many Buyers

Read this letter received from
Cook Bros., Woodward, Iowa.

Grain Dealers Journal, Woodward, Iowa,
Chicago, Ill.

Gentlemen:—You may take out our two ads as we have received two checks for the mill and closed a deal for a motor, both results from the first issue of your Journal containing our ad.

Yours very truly,
COOK BROTHERS.

Here are the ads referred to

MACHINERY FOR SALE

FOR SALE—Three Roll Willford Mill in good condition; \$50.00 buys it. Cook Bros., Woodward, Iowa.

DYNAMOS AND MOTORS

We want a 7 to 10 Horse Direct Current 600 Volt, about 1000 Revolutions per minute, Electric Motor. Write Cook Bros., Woodward, Iowa.

This is only one of many instances where the "WANTED—FOR SALE" columns of the Grain Dealers Journal, Chicago, have proven to grain elevator owners the logical market place for Second-Hand Machinery.

These ads cost but 25c per type line each insertion.

Clark's Decimal Wheat Values

A Book of Tables for Instantly Finding the Cost of Any Number of Pounds of Wheat, Alfalfa Seed, Peas or Potatoes at Any Market Value Per Bushel.

These tables have recently been extended to give the exact value of any given weight of Wheat or other commodity weighing 60 lbs. per bushel at all prices—

From 50 Cents to \$2.39 Per Bushel

Such tables are indispensable for Wheat handlers as they save their cost in labor and time saved and errors prevented. This book should be on every Wheat handler's desk.

Each table is printed in two colors, red and black, and each group of figures is divided by suitable red rules to facilitate the calculation. No other book of tables will give you these values so quickly. They will save you many hours of needless figuring. Compact, convenient and dependable.

They are printed on Linen Ledger paper bound in vellum so they should last for years. Form 33X. Price \$2.75.

Order now and be prepared for this year's Big Crop

Address All Orders to the

Grain Dealers Journal

305 So. La Salle St.

Chicago, Ill.

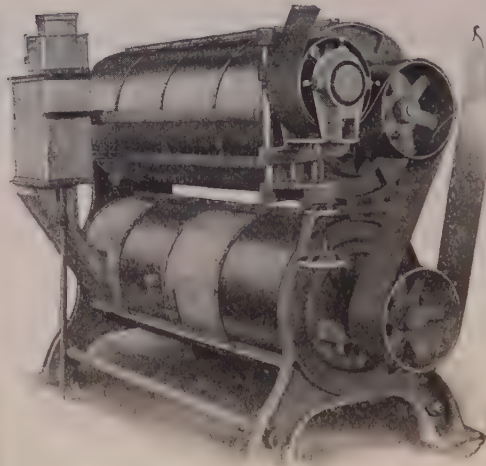
SMUT

Wheat affected with smut and other contaminations is easily and quickly cleaned by the Wolf-Dawson Wheat Washer and Drier.

Costs from 1/5 to 1/2 cent per bushel. Dockage ranges from 10 to 25%. Big profits. Cleans the wheat clean and leaves it in prime condition for shipping or milling.

Write for Bulletin and Catalog of Mill Machinery.

The Wolf Company
Chambersburg, Pa.



Cover's Dust Protector

Rubber Protector, \$2.00

Best postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



GALVANIZED TANKS

For Grain Storage. Quick Shipments. Get New Bulletin No. 270—60 pages.

Excellent Values in
RAILS, CARS, ENGINES, MOTORS, SCALES, ETC.
ZELNICKER IN ST. LOUIS

Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

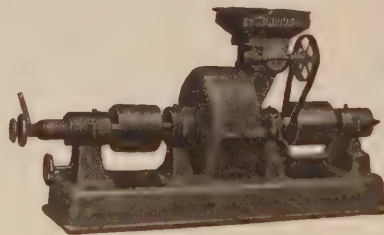
J. B. EHRSAM & SONS MFG. CO.
ENTERPRISE, KANSAS

UNIQUE MOTOR-DRIVEN BELT-DRIVEN ATTRITION MILLS

will grind economically.

One man wrote us recently:

"In first month I did \$200.00 worth of grinding at a cost of \$35.00 for electric power. I charge 10 cents per 100 lbs."



ARE YOU GOING TO
PASS UP THE OPPOR-
TUNITY OF MAKING
MONEY THIS YEAR?
BUY A UNIQUE TODAY.

Write Nearest Office

Robinson Mfg. Co.
Muncy, Pa.

P. O. Box 411

Chicago Office: 416 Western Union Bldg., Chicago
456 L. St. N. E. - - - - - Minneapolis, Minn.
1131 S. 2nd St. - - - - - Louisville, Ky.
79 Milk St. - - - - - Boston, Mass.
3325 Archwood Ave. - - - - - Cleveland, O.
39 Cortland St. - - - - - New York City

Better Paint Protection at Less Cost

Paint economy is the length of service given and not the price per gallon paid.

Cheap paints are more expensive because they do not last and necessitate frequent repainting. Long service paint, because of its better protective qualities, makes frequent painting unnecessary and thus gives better protection at lower cost. The high labor cost of repainting is saved.

DIXON'S Silica-Graphite Paint

will lower your paint costs and give better protection at the same time.

A naturally combined pigment-lake silica-graphite.

Dixon's Silica-Graphite Paint has been made for over fifty years and First Quality Only.

Write for Booklet No. 15-B and learn how you can lower your paint costs.

Made in JERSEY CITY, N. J., by the
JOSEPH DIXON CRUCIBLE COMPANY

D X N ESTABLISHED 1827 **D X N**

Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its pages of linen ledger paper, size, 8 3/4 x 13 3/4 inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners.

Form 43—200 Pages, \$2.50

Form 43XX—400 Pages, \$4.00

Grain Dealers Journal
305 So. La Salle St., CHICAGO, ILL.

—FIRST IN NEWS!
—FIRST IN ENTERPRISE!
—FIRST IN ADVERTISING!
—FIRST IN CIRCULATION!

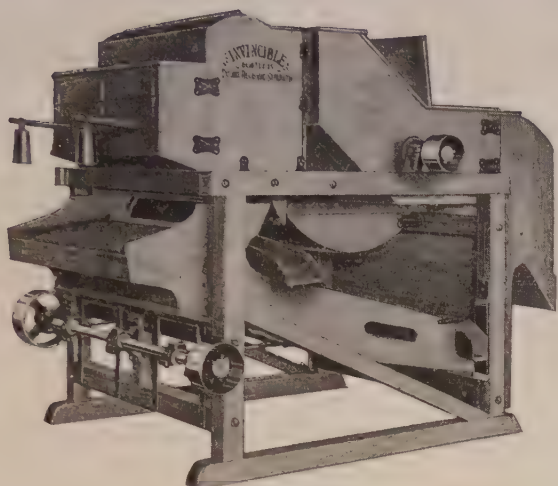
The Grain Dealer's Journal

When writing advertisers
mention the JOURNAL

DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES

Randolph Grain Driers

WIRE WRITE PHONE O. W. RANDOLPH CO. TOLEDO OHIO U.S.A.



INVINCIBLE GRAIN CLEANER COMPANY
Silver Creek, N. Y.

This machine will appeal to the small grain dealer on account of its being less expensive than the more advanced types, although the actual results are equally as desirable.

With the proper screens any kind of grain can be handled.

In writing refer to the INVINCIBLE Double Receiving Separator—Bulletin No. 24.

Give Your Ad a Chance to
MAKE GOOD

Run it in the
GRAIN DEALERS JOURNAL



A Tester Wants a Job
in your plant. These clutches will save you money, power, time and trouble. Investigate today. A card brings our **Free Booklet**.
Decatur Foundry, Furnace & Machine Co., Dept. L, DECATUR, INDIANA

For Accurate Moisture Tests
use our Grain Dealers Air
Tight Cans for forwarding
your grain samples.

ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.

MONARCH BALL-BEARING ATTRITION MILL

*Designed and Built to Perform Satisfactorily
All Attrition Mill Requirements*

Belt Driven
if Desired



Years of experience in attrition mill building has enabled us to produce this "Monarch" of all Attrition Mills.

It, in your elevator, will pay big interest to you by

Saving Labor and Time

It is trouble-proof, delay-proof and has dust-proof bearings that require the minimum of lubrication and attention.

Write us today—now—for full particulars and descriptive catalog.

We have much interesting information about feed grinding that we will gladly furnish you.

Write for Catalog No. D115

SPROUT, WALDRON & COMPANY

Mill Builders and Milling Engineers

Main Office and Works: MUNCY, PA.

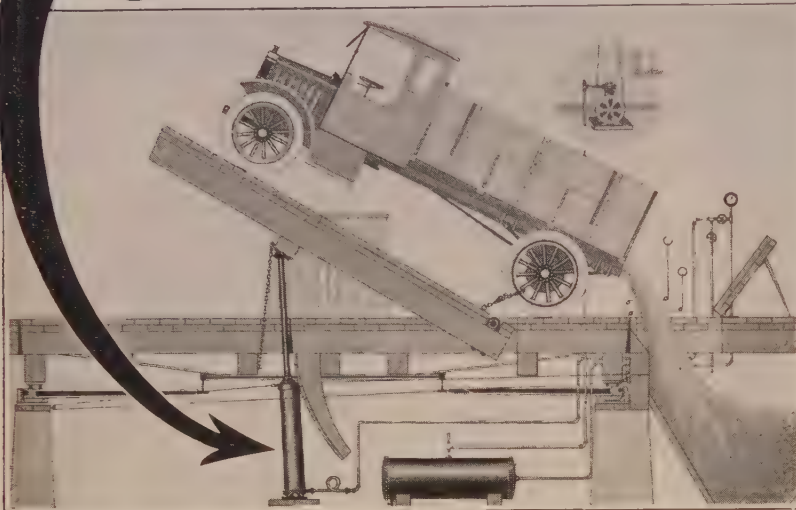
P. O. Box No. 26

Chicago Office: 9 So. Clinton St.

WHY WONDER WHERE YOU CAN GET SERVICE OR SUPPLIES.
THE GRAIN DEALERS JOURNAL CARRIES THE ADVERTISEMENTS
OF ONLY THE BEST

It's the power cylinder

*-the tilting power cylinder and the platform
-one within the other-that makes it possible, by
shifting forward or back, to raise either section of the
Globe Combination Auto & Wagon Dump
(PROTECTED BY SPENCER PATENTS FEB. 1915)*



• SIMPLE—DURABLE—CERTAIN

Forward section of platform dumps auto trucks, rear section dumps wagons or sleds. Operates by air power—compressor and tank can be located anywhere in elevator.

Dump without starting machinery because of storage tank.

Fits any style or make of scale. Write for price and literature.

Manufactured by
Globe Machinery and Supply Co.
Des Moines, Ia.

The Common Verdict

C. W. STONER & SON
Grain, Lumber, Coal
Iroquois, South Dakota

August 22, 1919.

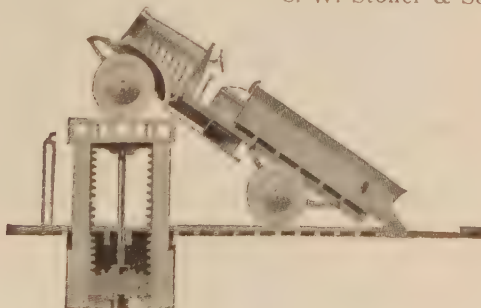
Trapp-Gohr-Donovan Co.,
Omaha, Nebr.

Gentlemen: Enclosed please find check in payment for your Auto Truck and Wagon Dump.

We want to say that this dump is one of the greatest inventions for the Grain Man and Farmer that has ever been invented. We could not get a carpenter and so we went to work and put it in ourselves.

Yours truly,

C. W. Stoner & Son



You'll say so, too
Write for particulars

TRAPP-GOHR-DONOVAN CO.

1125 North 22nd Street

OMAHA, NEBR.

IMPROVED DUPLICATING GRAIN TICKETS

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and at the same time, a ticket will be ready for the hauler. Very convenient for dealers who regularly issue scale tickets for each load of grain received. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{4}$ inches. The 125 duplicates are printed on manila, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

Form 19GT Duplicating (200 pages) \$1.35

Form 19GT Triplicating (300 pages) 1.75

GRAIN DEALERS JOURNAL

305 So. La Salle St.

Chicago, Ill.



EMIL ROTHSCHILD
PRESIDENT

ABE ROTHSCHILD
VICE PRES.

JULIAN SCOTT
SECY. TREAS.

ROTHSCHILD GRAIN CO

GRAIN EXCHANGE

MEMBERS
CHICAGO BOARD OF TRADE
OMAHA GRAIN EXCHANGE

OMAHA

August 26th, 1919.

Automatic Truck Dump Co.,
502 Grain Exchange, Omaha.

Gentlemen:

Your automatic truck dump has been installed at our elevator at Exira and we want to advise you that we are more than pleased with its performance, just as soon as business gets more quiet we intend to install the balance of our elevators with your dump.

We consider it superior to anything we have seen on the market.

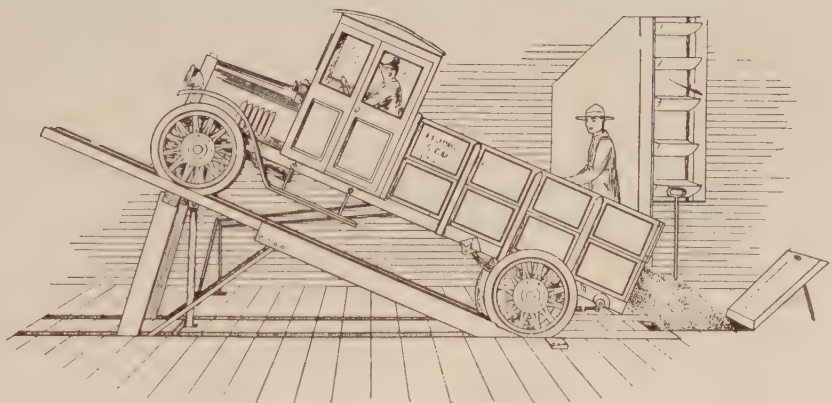
Wishing you all the success in the world we beg to remain,

Yours truly,

Rothschild Grain Co.,

Emil Rothschild
Pres.

MOFFITT AUTOMATIC TRUCK DUMP—



You use it.

You pay for it.

It pays for itself.

Send for illustrated booklet.

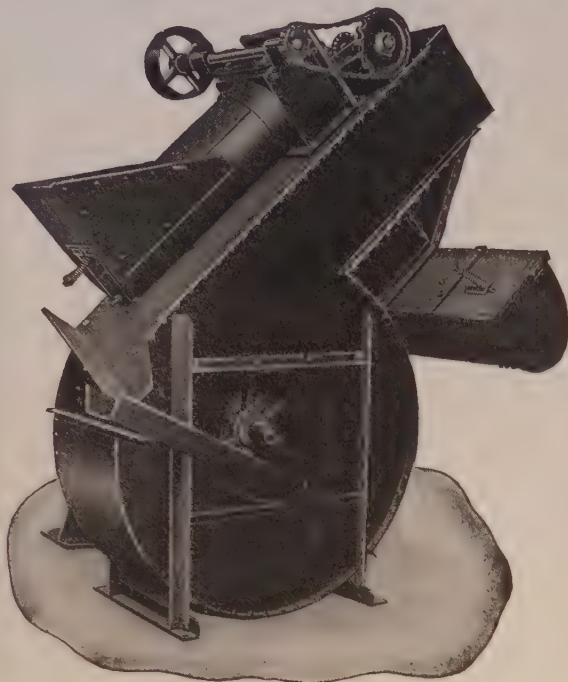
AUTOMATIC TRUCK DUMP CO.

502 Grain Exchange Bldg.

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Omaha, Nebraska

A better way to handle **GRAIN** is the Bernert Way



WHY?

Because the Bernert way will save you money and make you money. With the Bernert Pneumatic Grain Handling Machines, whatever your grain handling problem today, will be no problem at all. The Bernert Pneumatic Machines handle all grain ahead of the fan; that's why there positively will be no grain damaged.

They are positively **NON-CHOKABLE**; that's why you will not have any trouble. They will at the same time they handle the grain, **MAKE BETTER GRAIN**. Let us tell you **WHY**.

Simplicity of installation and efficiency in operation, handling any problem, is for what the Bernert Pneumatic Elevators, Combined Elevators and Loaders, Conveyors, Portable Track-loaders, Car-loaders, etc., stand.

For further information, write for catalog to the

Bernert Mfg. Co.

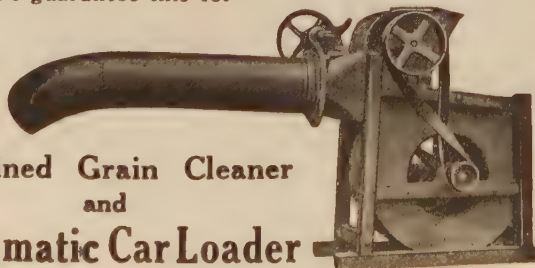
491 12th Street

MILWAUKEE, WIS.

CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The
Combined Grain Cleaner
and
Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

NEW BADGER SLIP PROOF SAFETY SPURS CAR MOVER



—the Slip-proof
Safety Spurs

grip edges of rail, where they have not been polished hard by wheels. This double grip insures against mover slipping and allowing operator to fall and break his arms or injure his face, as frequently happens with ordinary movers or crowbars.

Try One 30 Days—
No Money in Advance.

If you keep it, send us \$5.50, plus freight—if you don't we pay freight both ways and forget it.

For sale by leading jobbers everywhere. If yours can't supply you, order direct.

Advance Car Mover Co., Appleton, Wis.
Canadian Advance Car Mover Co., Welland, Ont.

KENNEDY CAR LINERS

Prevent Leakages
Avoid Claims
Saves Money

Used by Thousands of
Progressive Shippers

MADE BY

THE KENNEDY CAR LINER & BAG CO.

SHELBYVILLE, INDIANA

Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

Grain Dealers Journal

Certain Departments

in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the dollar and fifty cents in your pocket.

Try Our Automatic Dump Controller

We believe this will be a big year in the Elevator Building Business, since the last year or so was given almost wholly to the repairing and remodeling of the old houses.



Since the closing of the War means the beginning of a New Era in the History of the World, so, also will the people be looking to the newest and best manner in which to handle their business. Therefore, when contemplating the erection of a new Grain Elevator, think what it means to have a perfect working dump and give your attention to making yours such.

There is no better way than by having it controlled by an Automatic device made expressly for this purpose. There are hundreds in use today giving satisfaction, and you can have this Service with little expense.

Drop a line to us and get full particulars regarding our AUTOMATIC DUMP CONTROLLER.

L. J. McMILLIN

525 Beard of Trade Bldg. INDIANAPOLIS, IND.

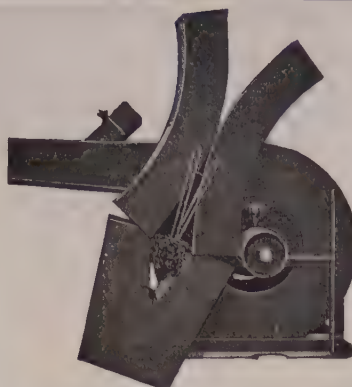
CONE-SHAPE GRINDERS

IT PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." *H. W. Watt, Jacobburg, O.*

10 sizes; 2 to 25 H. P. Write for free catalogue. Gt. N. P. BOWSHER CO., SOUTH BEND, IND.



No Need to Scoop Grain in a Dirty, Dusty Car

"We loaded 1,800 bu. of corn an hour the day before Thanksgiving. We never have to get in a dirty, dusty car to scoop grain." Kenney Elevator Co., Kenney, Ill.

"Your Boss Air Blast Loader is giving the best of service." G. N. Falknor & Son, West Milton, O.

"We would not think of going back to gravity." J. L. Baum & Son, Storms, O.

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill. They have since bought SIX for six of their elevators.

We might go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

Every car loaded to full capacity without shoveling. Horse Power required from 4 to 12 Horse Power, depending upon speed and capacity desired. CANNOT injure the tenderest grain. Grades improved. We use no complicated feeding devices. Grain simply slides into blast of air. Quickly installed. 30 DAYS' FREE TRIAL.

Write for our two booklets—" \$60.00 A CAR PROFIT " and " BETTER PROFITS FOR YOU. " They tell all about our full line both portable as well as stationary car loaders. These interesting booklets are free.

MAROA MANUFACTURING CO.,

Dept. G.,

Maroa, Ill.

Complete Grain Grading Equipment

Moisture Testers
Testing Sieves
Scales, etc.



This Funnel for
Filling Grain Weight
Per Bushel Testers
The Regulation Way
\$5.50

NOTICE

New Oat Grades

Government requires Special Receiving Graduate be used in making tests on Oats as described in Dept. of Agr. Bulletin No. 56. For limited time we will send one anywhere in U. S. Post Paid on receipt of 80 cents or two for \$1.50.

Get Our Free Catalogue

De Roo Grain Laboratories
FLINT, MICHIGAN

Written Contracts Book

This book is planned for recording agreements for the delivery of grain bought. By its use each party there-to obtains a clear statement of what is intended by the other, and the farmer lives up to his contract.

The stub is signed by the farmer certifying that he has sold..... bushels of at per bu., to be delivered on or before..... It also certifies that he has received..... dollars on the contract.

The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4 1/2". You cannot afford to be without these blanks.

Order form No. 9. Price, 50 cents

GRAIN DEALERS JOURNAL

315 S. La Salle St., CHICAGO, ILL.



RID-OF-RATS

If we want to feed starving Europe it behooves us to kill off Rats and Mice that destroy foodstuff to the value of about \$500,000,000.00 per annum. Use Rid-of-Rats. It is non-poisonous and can be used everywhere. No stench creating dead bodies. Rodents leave premises before dying. Only patented Non-Poisonous Exterminator in the world. Made only by the Patentees.

Price—15 cents per box, \$1.80 per doz., \$1.00 per lb. in bulk.

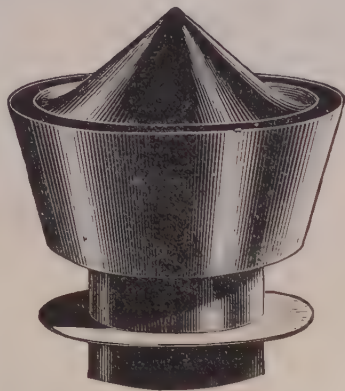
BERG & BEARD MFG. CO., Inc.

100 Emerson Place

Brooklyn, N. Y.

By mentioning the Grain Dealers Journal of Chicago when writing its advertisers you help it to more efficient work in improving grain trade conditions.

DAY VENTILATOR and CHIMNEY CAP



For the
**Elevator
Cupola**
or
**Chimney
Flue**

ALWAYS AN UP-DRAFT

Simple, durable, stationary, efficient, ornamental and cheap. The wind striking it from any direction causes an up-current. Large openings, storm proof, and a deflecting surface.

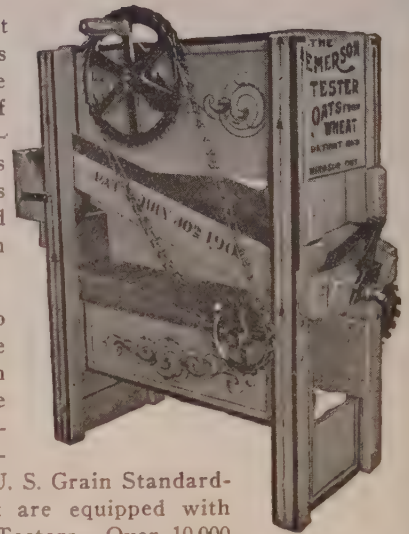
THE DAY CO.

MINNEAPOLIS, MINN.

Seedsman, Listen:

Emerson Wheat Testers or Kickers make an absolute perfect separation of oats from wheat—eliminates all guess work, all disputes between buyer and seller are settled on the spot.

Farmers prefer to buy and sell where the test is made with the Emerson. The Government laboratories and inspection depots of the U. S. Grain Standardization Department are equipped with over 100 Emerson Testers. Over 10,000 of these machines in use. We make larger sizes that also make a perfect separation of oats from wheat. Write for pamphlet giving full description and unsolicited comments.



W. H. EMERSON & SONS

DETROIT, MICH.

WINDSOR, ONT.

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**With the Grain Dealers Journal
Into the offices of your fellow
Grain Dealers**

Visit the numerous grain conventions thruout the country. The great Court chambers where the legal controversies of your business is being decided.

Learn of the different methods being used by the most enterprising grain dealers.

Note the wonderful improvements being made in mechanical facilities for handling and improving grain.

See it all in the GRAIN DEALERS JOURNAL, WITHOUT SETTING FOOT OUTSIDE YOUR OWN OFFICE.

From NOW ON DON'T MISS A SINGLE NUMBER—TWICE EACH MONTH—ONE YEAR, ONLY \$1 75.

RITE US NOW

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305 South La Salle Street, Chicago, Ill.

ACCOUNT BOOKS FOR GRAIN DEALERS

COMPLETE SET FOR \$5.00

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3½ lbs.

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.



Try A Trial Ton Today



Good will comes through good merchandise plus good service. International Pig Meal represents the best merchandise of its kind you can offer your trade. It will help you build the greatest asset your business can have—good will. And it will earn you a good profit while doing it.

INTERNATIONAL PIG MEAL

For Pigs, Shoats and Brood Sows

is an 18% protein ration—a scientific mixture containing cocoanut meal, locust bean meal, blood meal, wheat shorts, wheat flour and linseed oil meal. One pound of International Pig Meal dissolved in one gallon of water or skim milk is equal in feeding to one gallon of fresh dairy milk.

International Pig Meal retails around \$80.00 a ton and is a quick seller. It is fully guaranteed to reach you in perfect condition and to give you and your customers satisfactory results. Order a trial ton today or write for further facts.

INTERNATIONAL SUGAR FEED CO., Minneapolis, Minn.

Mills at Minneapolis and Memphis

Live Salesmen Wanted



Purchase and Sale Contracts

is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his Purchases and Sales and determine almost instantly, whether he is long or short.

Separate pages are devoted to each kind of grain, thus simplifying the recording of each contract. This form covers facing pages, the left hand pages being devoted to a record of contracts for—Purchased, under which the following information is entered: "Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks."

The right hand pages provide spaces for a record of contracts for—Sold as follows: "Date, To Whom, Bushels, Grade, Shipment, Price, By Whom, How and Remarks."

Do not attempt to do business without keeping this record. It requires only a few minutes work each day and may prevent large losses with the present unstable conditions of the market.

The book contains 80 double pages, size 8½x14 inches, ruled and printed on heavy ledger paper and well bound in full tan canvas.

Order Form 18 P & S, price \$2.25 per copy

GRAIN DEALERS JOURNAL

315 South La Salle St.

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THE SYKES COMPANY

930 West 19th Place, Chicago

MAKERS OF

FIREPROOF WINDOWS

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

**Corrugated Iron and
Metal Roofing
For Grain Elevators**

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

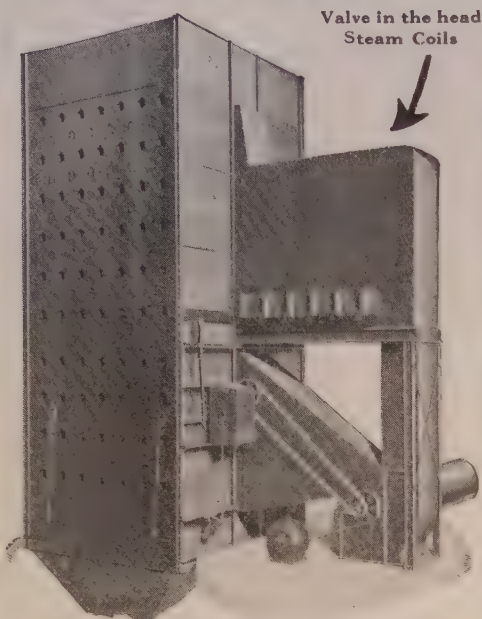
The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price \$3.25

GRAIN DEALERS JOURNAL

305 So. La Salle Street

CHICAGO, ILL.

MORRIS GRAIN DRIERS



Valve in the head
Steam Coils

"MORRIS DRIED SAME AS SUN DRIED"

**BE PREPARED
BUY AN AUTOMATIC MORRIS**

You will use it every year.

AUTOMATIC and SELF CONTAINED

Requiring no special Building Construction. The Automatic feature eliminates an attendant. This is the simplest, most positive and uniform drier made. Write for detailed information and you will BUY A MORRIS if you buy a Drier.

**We Also Offer a Complete Line of
Direct Heat Driers**

THE STRONG-SCOTT MFG. COMPANY

"Everything for Every Mill and Elevator"

GREAT FALLS

SPOKANE

MINNEAPOLIS

WINNIPEG

OUR MOTTO for over
twenty-five years has
been **SAFETY FIRST.**

During these years we have
equipped thousands of elevators
with dust collecting systems to



prevent explo-
sions, and no
dust explosion
or loss of a
single life has
occurred in
one of them.

Your liability
attaches if you
don't protect
your elevator
and workers.

FOR CATALOGUE, WRITE

THE DAY COMPANY
Minneapolis, Minn.

What's Wanted?

The quickest way to supply your needs is to
tell your wants to a sympathetic audience.

The "Wanted and For Sale" pages of the
GRAIN DEALERS JOURNAL affords the larg-
est and best medium to make your wants known.

Read what satisfied customers say:

"It pays to advertise in the GRAIN DEALERS
JOURNAL. We have had several desirable re-
plies to our Help Wanted ad."—Bloomington
Mills, Bloomington, Ill.

"You need not insert our ad. again as we have
found a boiler."—Hoerner Elev. & Mills Co.,
Lawrenceville, Ills.

"We have secured all the help we need from
our adv. in the JOURNAL. We have probably re-
ceived 40 or 50 replies, and are much pleased
with results."—Clovis Mill & Elev. Co., Clovis,
N. M.

The charge for such announcements is small—
only 25c per type line. Try them. Supply your
needs quickly.

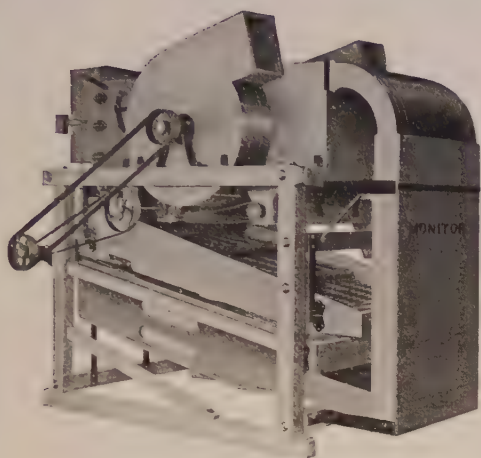
Grain Dealers Journal

305 So. La Salle St.

CHICAGO, ILLS.

Just What You Need!

It Shortens Your Cleaning Time



The
Monitor

Combined Corn and Grain Cleaner is a sure winner for the man using it.

Always ready without change for two grains. A movement of a lever changes the stream to the other shoe where the proper screens are ready and waiting. No mixing—no screens lying around under foot—no time wasted hunting and changing screens.

One of our Best Sellers.

Read Why.

Then Write Us.

HUNTLEY MFG. CO.

Silver Creek, N. Y., U. S. A.

Tilsonburg, Ontario, Canada

HALL SPECIAL ELEVATOR LEG

Elevator Legs are installed to transport grain. Nothing else. Perfect, economical and profitable methods, or slovenly and wasteful results depend upon something. Commercial, mechanical and functional integrity cannot be expected to come haphazard. Thought somewhere must direct. The truth is in the accomplishment.



There must be something radically different somewhere in a leg that handles two bushels automatically from a leg (of same size) that handles only one bushel, spasmodically, often disastrously.

The subject deserves every owner's thoughtful attention. Booklet F will help you understand it. Write for it.

THE HALL SIGNALING GRAIN DISTRIBUTOR

is the greatest time saver for the elevator operator, and busy man that has ever been devised. The whole problem of grain distribution without mixing is embraced in this simple device.

Hall Distributor Company, 222 Railway Exchange Bldg., Omaha, Nebr.

**WHEN EVERY AGENCY FOR
SAFETY OPERATION SAYS
"DO AWAY WITH DUST"
IT'S TIME THAT YOU LISTENED TO REASON—**



The hundreds of thousands of dollars lost through dust explosions would equip every elevator in the country.

Don't be the next on the "Blow up list," but for the protection of the money invested in your business investigate our product.

**The New "1905"
Cyclone Dust Collector**

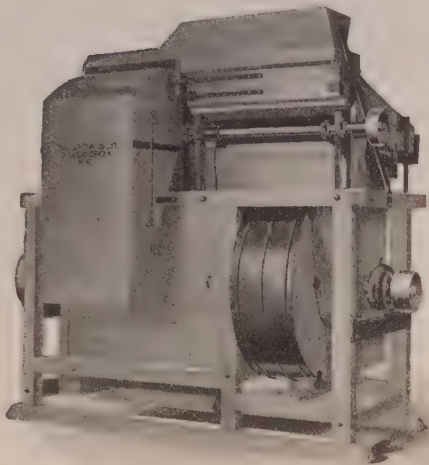
**THE FACTS ARE MIGHTY
INTERESTING**

**The Knickerbocker Co.
JACKSON, MICH.**

WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

Five of these giant machines are in operation in one house, clipping daily more oats than are consumed in two average size cities in a week.



Ask someone who owns one!

THE thing the owner of a "Eureka" admires most in his machine is its Constancy. He knows that he can always depend upon it to do satisfactory cleaning. It gives him Constancy in performance, and he gives it back Constancy in friendship. Thus do the manufacturer's sales grow by one owner recommending the "Eureka" to another.



"EUREKA"



OAT CLIPPERS

have distinguished themselves over a long period of years in the hands of men who insist that things must move with clock-like regularity, and who judge equipment by its ability to do good work 365 days a year.

MAY WE SEND YOU COPY OF OUR NEW BOOK (No. 75)?

S. HOWES COMPANY, Inc.
SILVER CREEK, N. Y.

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J. E. Gambrill, 749 E. Church Street, Marion, Ohio
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Efficient Transmission for Grain

The difference in cost of handling grain is largely one of efficiency in equipment. New devices to meet modern demands must save time and labor. Our engineers have kept these ideas ever before them and are ready to work out details for you.



One feature that adapts itself efficiently to save cost in many places is our

Telescope Trolley Spouts

made of steel to meet any requirements as to length, diameter and thickness. We are equipped to supply your needs for all kinds of grain transmission machinery. Our catalog lists everything—it's FREE.

Skillin & Richards Mfg. Co., 4516-60 Cortland St., Chicago

MUTUAL

America's Greatest

TRUCK

GREATEST, because it is the only truck that is built *wholly* from units and parts that are themselves the greatest achievements of the automotive industry—and are acknowledged to be such by America's greatest technical and practical authorities.

And it is the greatest, too, because it gives the greatest *truck value* per dollar of price asked.

This value-giving is based on two prime factors:

1st On our building our trucks *over-size*, thruout, so that our *two-ton* Mutual is actually a *three-ton* truck, in engine power, carrying capacity and in the size and dimensions of all its parts. Our $3\frac{1}{2}$ and 5-ton sizes are similarly built for a 50% over-load.

2nd On our policy of being satisfied with *less than half* the profit for ourselves, that is customary with truck companies. For, the Mutual Truck Company is essentially a Community Enterprise, operated with low overhead cost—an enterprise whose prime object is to build up an *industry* at Sullivan, Indiana, that shall employ thousands of men, and thus create an enlarged home market for the farm products, coal, oil and natural gas with which Sullivan County is so richly blest.

We Make Good Our Claim

We realize that we are assuming a grave responsibility in advertising the *Mutual* as "America's Greatest Truck," and that it is only by fulfilling that claim beyond all question that we can realize our ambition and win and hold the permanent good will of truck buyers the world over. Therefore we say:

BUY ONE "MUTUAL"

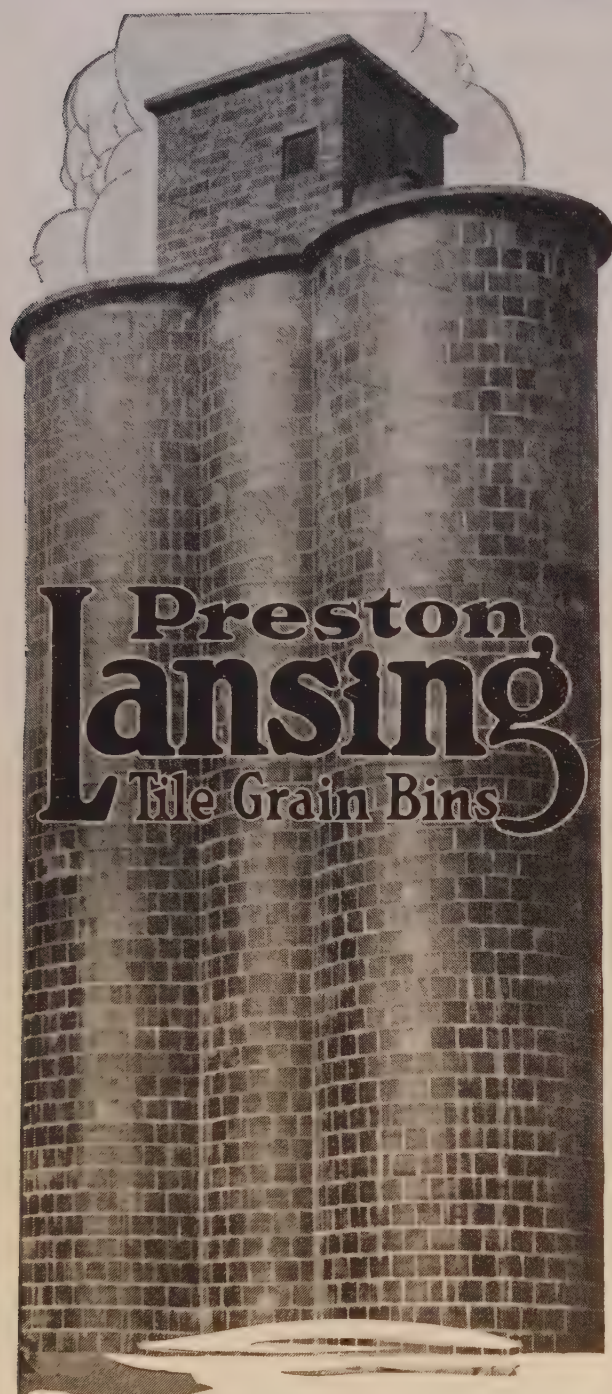
Put it in your hardest service, and let it make its own place in your esteem.

Send for our Super-Specifications; and let your technical and purchasing managers check them, item by item, against the specifications of the best and highest priced trucks on the market.



MUTUAL TRUCK COMPANY
SULLIVAN INDIANA





The block used in Preston-Lansing Grain Bins. Note the deep grooves in top and bottom for extra thick layer of cement.

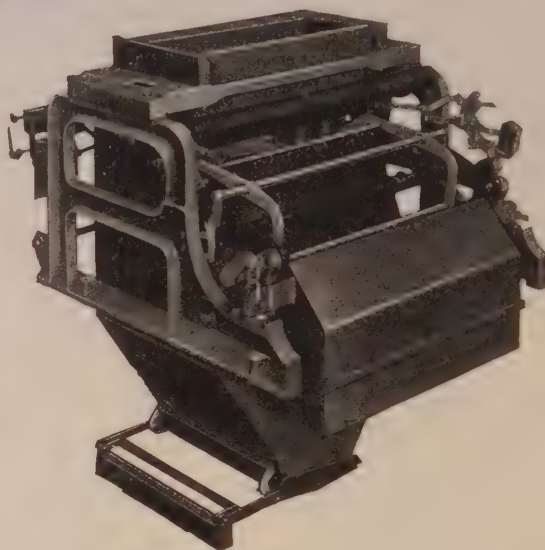
Store Grain in Safety

You can't burn vitrified clay. That's the big advantage in Preston-Lansing Tile Grain Bins. They are indestructible. Fire-proof, rat-proof, moisture-proof; first cost only cost.

"Ship-lap" joined blocks and twisted steel reinforcing provide for walls of enormous strength. Here's an investment that means permanence and satisfactory service—as well as safety of grain. Write for special folder. Ask about our engineering service.

J. M. PRESTON CO.
Dept. 418 Lansing, Mich.
Factories in Uhrichsville, Ohio; Brazil, Ind.; and
Ft. Dodge, Iowa

Let SOME OTHER Grain Dealer experiment with SOME OTHER Automatic Scale. YOU profit by HIS experience and BUY a NEW RICHARDSON. Most of the experienced buyers "figger" only with The Richardson Company when they are buying Automatics. The NEW RICHARDSON is the ONLY FULL AUTOMATIC.—SELF OPERATING.



CONFIRMATION BLANKS

Simple-Complete-Safe

If you would avoid trade disputes, and differences and prevent expensive errors, use tripling confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs one and returns the other.

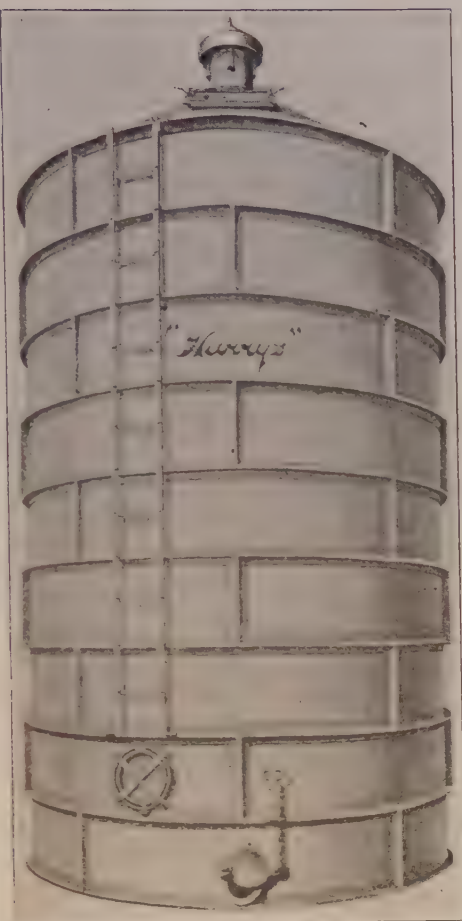
This places the entire burden for any misunderstanding of your intentions upon the other party and protects you against the expensive misinterpretation of your trades.

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The Harry's Grain Storage Tanks will add to your present storage capacity easily, quickly and cheaply.

We can furnish these grain tanks in various diameters and heights and in capacity up to 8,000 bushels or larger.

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Style No. 5055 Corn Additivity Determination and Fine Weighings.



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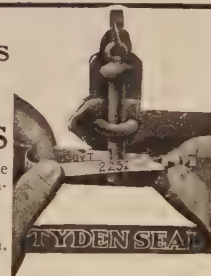
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is economical and efficient in operation because it is correctly designed and properly constructed.

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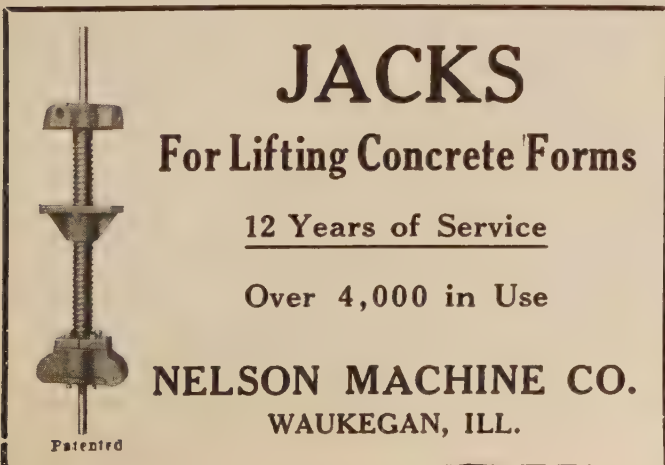
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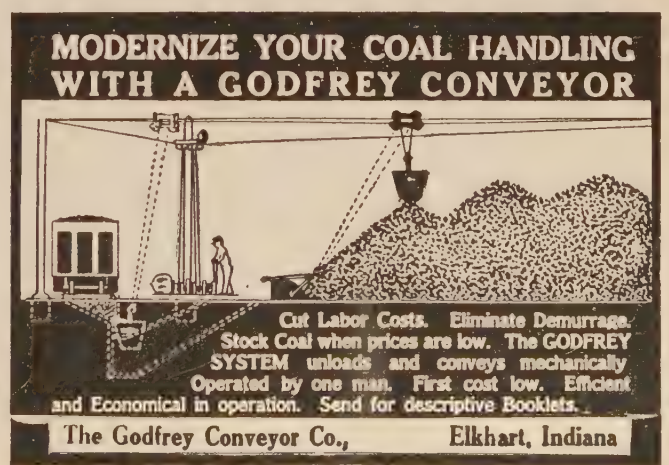
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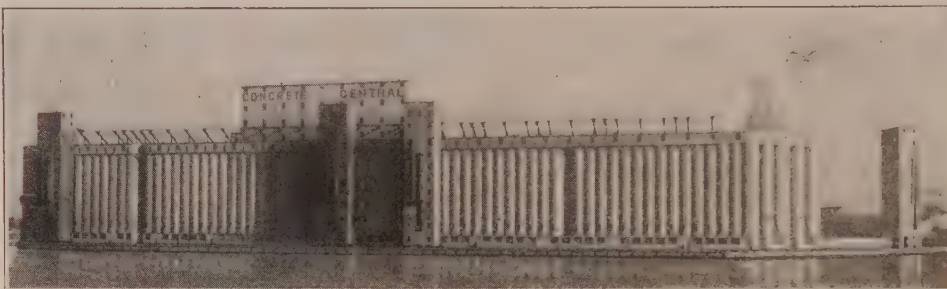
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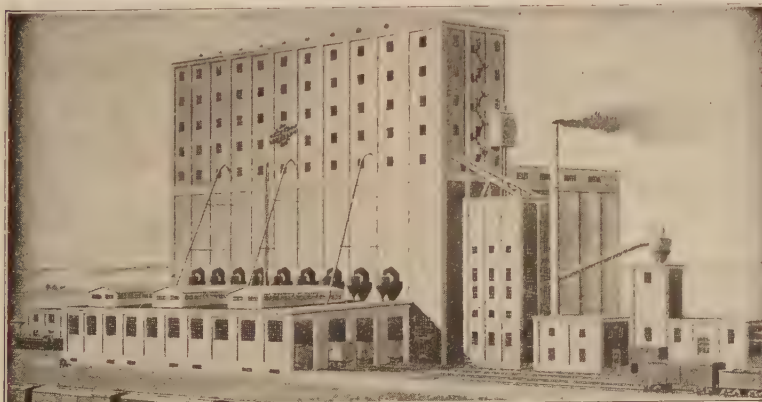
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GRAIN ELEVATOR and Lumber Yard in central Iowa for sale. Write for particulars to Perry, Box 3, Grain Dealers Journal, Chicago.

ELEVATOR and Coal Business in north central Iowa, located in good grain territory and doing good business. Address Bell, Box 12, Grain Dealers Journal, Chicago.

30,000 CAP. ELEVATOR, located on I. C. R. R., for sale. This plant is new and in A-1 condition. Address: Bargain, Box 3, Grain Dealers Journal, Chicago.

50,000 BU. CAP. elevator in Iowa for sale or lease. On line of Ill. Central. Possession immediately. Splendid opportunity. Address Auto Box 13, Grain Dealers Journal, Chicago.

FINE, NEW and strictly modern grain elevator in Decatur district, Ill., for sale. Nothing better in the state. Price right. Address: Value, Box 7, Grain Dealers Journal, Chicago.

25,000 BU. ELEVATOR for sale. Complete with machinery and additional warehouse for 10,000 bu. ear corn. Address: Junction Farmers Elevator Co., Grand Junction, Iowa.

25,000 BU. CRIBBED elevator, coal shed; flour, feed and wood business for sale in So. Central Minn. Only 2 elevators in town. Address: Bert, Box 7, Grain Dealers Journal, Chicago.

TWO GRAIN ELEVATORS for sale, located on the C. M. & St. P. Ry. in southern South Dakota. Good grain territory. Doing good business. Address: Sioux, Box 6, Grain Dealers Journal, Chicago.

AN OHIO county Elevator handling 300 cars of grain, hay and merchandise for sale or exchange for town property or farm. Price \$4,500. Address Right, Box 8, Grain Dealers Journal, Chicago.

TWO GRAIN ELEVATORS AND FEED MILL doing a fine business for sale. Handle grain, seeds, flour and mill feeds. A fine chance for a hustler. For particulars write W. W. Little, Tipton, Iowa.

25,000-BU. CAPACITY ELEVATOR AT MAX, N. D. International line of machinery goes with the deal. Big grain point and good machine business. Price \$12,000. Cash \$7,000, balance terms. Address Ernest Balsukot, Plaza, N. D.

ELEVATOR AND COAL business for sale in good Iowa town of 1200 inhabitants. In good running order; a good money maker for a hustler. Address: M. Box 7, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

THREE CENTRAL ILLINOIS elevators for sale. Will sell together or separately. All located in the best grain section. Address: Main, Box 4, Grain Dealers Journal, Chicago.

40,000 BU. ELEVATOR in good corn and oats section of Indiana for sale. Only those who want a good proposition need answer. Address: Indiana, Box 5, Grain Dealers Journal, Chicago.

14 BIN CRIBBED Elevator, only \$2500. Liberal terms. Excellent location. Electric power and lights. A-1 condition. It is a snap. Located at Marshall, Wisc., on C. M. & St. P. Ry. Address: D. V. Hales, Station "A," Milwaukee.

10,000 BU. CAPACITY ELEVATOR for sale. Shipped over 70,000 bu. of wheat this season. Located on P. C. C. & St. L. R. R. Good switch. Practically all new machinery. This is a good point for feed trade, coal, etc. Cash or part cash. Address: Far, Box 7, Grain Dealers Journal, Chicago.

FOR SALE OR LEASE—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdot & Co., Bonnot's Mill, Mo.

30-35,000 BU. CRIBBED elevator for sale in N. W. Iowa. Large territory and best of competition between the 2 elevators here. No farmer elevator. Large crop of corn and oats to handle this fall and winter. Elevator in A-1 shape. Address: H, Box 6, Grain Dealers Journal, Chicago.

25,000 BU. elevator and coal business for sale in one of the finest wheat and corn territories in Nebraska. 75% of the wheat still to handle and corn will make from 25 to 50 bus. to the acre. Paid 50% on investment last year. Terms on part. Come quick, we mean business. Address: Terms, Box 5, Grain Dealers Journal, Chicago.

18,000 BU. ELEVATOR and ¼ sec. farm joining on I. C. R. R. for sale. N. W. cent. Iowa near large city. Handle coal, fencing, small stock groceries and hardware in office. Handle from 150,000 to 200,000 bu. No competition. 2500 bu. Richardson Auto Scales. Hall Elevating system. Farm joining is one of the best around. Every foot under plow, lays level. Oats and corn. This year 100% crop corn. Oats 45 bu. per acre. New \$8,000 dwelling with Delco Electric plant and water pressure system. Good reasons for selling. \$375.00 per acre includes everything. Address: Iowa, Box 5, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker Frankfort, Indiana.

ELEVATORS FOR SALE—Write to Julian L. Buckley, Elevator Broker, David City, Nebr.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

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PARTNER wanted. Someone thoroly familiar with dealing direct with farmers and who wants to invest \$15,000 in live prosperous S. W. Milling Co. and take charge of grain dept. and country elevators. Address Partner, Box 7, Grain Dealers Journal, Chicago.

ELEVATORS WANTED.

WELL LOCATED, central Illinois elevator wanted. Write W. H. Foote, Tuscola, Ill.

GRAIN ELEVATOR WANTED. Must be in good condition. Preferably on Ill. Cent. Address: O. M. Kelley, Dana, Ill.

WANTED, to exchange town income property for one or two elevators. Address H. A., Box 2, Grain Dealers Journal, Chicago.

15 OR 20,000 BU. elevator wanted in Ind. or Ohio. Give full data regarding same in 1st letter. Address: Wilson, Box 7, Grain Dealers Journal, Chicago.

ELEVATORS WANTED to buy within 150 miles of St. Joseph, Mo. Give full particulars in 1st letter. Address: W. C., Box 7, Grain Dealers Journal, Chicago.

25,000 OR 30,000 BU. cap. Grain Elevator wanted, in Cent. or north. Ind. or Ill. State price and full particulars in 1st letter. Address: Pierre, Box 5, Grain Dealers Journal, Chicago.

25,000 BU. ELEVATOR wanted. Must be located in Kansas or Okla. and doing a good business. Give full information and price 1st letter. Address: Oklahoma, Box 7, Grain Dealers Journal, Chicago.

BUSINESS OPPORTUNITIES.

300 ACRES FARM, the best in southern Minn., 15 miles across the Iowa line, TO EXCHANGE for a grain or lumber business. Address: Frank Kuehl, Malcom, Iowa.

PROFITABLE wholesale and retail grain business in live, healthful, delightful Colorado city for sale for good reasons. Annual business \$700,000. Requires about \$75,000 to handle. Address Grain, Box 4, Grain Dealers Journal, Chicago.

GRAIN and coal business, well established, making money. Property equipped with elvtr. and machinery, warehouses and barns for handling whsle. and retail business. Located in modern little city in Panhandle of Texas, center of shallow water irrigated district. Big wheat crop only partly marketed, big feed crop ready to market. A snap. \$3500 cash, with terms that profits can handle, will buy it. Particulars. Box 145, Grain Dealers Journal, Chicago.

A \$3,000 INTEREST FOR SALE in wholesale Grain and Seed business, handled in connection with Hide business and other lines, in one of the most progressive little cities in south Texas with 5500 population. Only business of its kind in county. Capital stock \$20,000. Will sell stock at par. Excellent opportunity for good grain man. Position with Company as Manager Grain Dept. open. Stock paid 35% dividend in 1918 and over 30% in year ending July 31, 1919. Address: King, Box 6, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

CAPABLE MAN WITH 15 YEARS' experience in office of grain elevator in Chicago, now employed, seeks position. Best of references. Address: Parker, Box 7, Grain Dealers Journal, Chicago.

AS MANAGER of elevator. Prefer Ind. or Ill. 5 yrs. experience. Married. Can give bond for any amount. Address: Bond, Box 7, Grain Dealers Journal, Chicago.

AS MANAGER of country elevator by young married man. Prefer Line Elevator. 6 yrs. experience. Can furnish best of references. Address: Line, Box 7, Grain Dealers Journal, Chicago.

AS MANAGER, accountant or grain buyer by man thoroughly experienced in milling and grain business. Married. Address: Accountant, Box 7, Grain Dealers Journal, Chicago.

AS MANAGER of an elevator by experienced man. 9 yrs. experience. Good book-keeper. Can give good references. Address: Ambitious, Box 7, Grain Dealers Journal, Chicago.

AS MANAGER of Country Elevator, 15 yrs.' experience in Grain, Feed & Coal. Good book-keeper. Married. Prefer Iowa or Minn. Address: West, Box 4, Grain Dealers Journal, Chicago.

EXPERIENCED MAN, 22 yrs. of age, wants situation in a grain elevator. Can give good references. Married. 4 yrs. experience. Address: Witt, Box 6, Grain Dealers Journal, Chicago.

HUSTLING, experienced man wants situation as manager with a good country elevator company. Can handle side lines. No bad habits. Bond for any amount needed. Address: Energy, Box 7, Grain Dealers Journal, Chicago.

EXPERIENCED GRAIN MAN wants position as grain solicitor for Ill., Ind., or Iowa territory, with good reliable firm, 12 yrs. experience, single. Can go anywhere. Address: Nox, Box 7, Grain Dealers Journal, Chicago.

AS MANAGER of Farmers' Elevator Co. Can handle lumber, grain and seeds. Am a judge of crop conditions. Experienced and best of references. Address: Lumber, Box 7, Grain Dealers Journal, Chicago.

AS MANAGER of country elevator. 8 yrs. experience in grain, feed and coal. Good book-keeper. Employed at present as manager, but wish to change. Can give good references. Address: Manager, Box 7, Grain Dealers Journal, Chicago.

GRAIN AND HAY MAN experienced in buying and selling, also in management of elevator lines, wants position. Well acquainted in wheat and corn belt, also in Eastern and S. E. terminal markets. No objection to travelling. Address: Experienced, Box 5, Grain Dealers Journal, Chicago.

AS FOREMAN or manager of a line of country elevators. Have had 25 yrs. of experience. Am a good judge of grain and understand thoroughly mixing of grades and getting the best results. Best of references from my present employers. Address: Mixer, Box 7, Grain Dealers Journal, Chicago.

TRAFFIC MANAGER desires a position with a company which requires a competent man to handle its transportation problems. Have had 6 yrs. experience in R.R. and Industrial Traffic work. Thoroughly familiar with Interstate Commerce Commission rulings and grain rate adjustments, in official and southern territories. Address: Calhoun, Box 7, Grain Dealers Journal, Chicago.

AS MANAGER of country elevator in Iowa or Ill. wanted: Farmers' or individual, no line company. Can handle all side lines and any kind of grain machinery. Can furnish the best of references. Good book-keeper. 34 yrs. old and married. Must be a man's size job, with a good future. Address: Capable, Box 7, Grain Dealers Journal, Chicago.

"We have secured all the help that we need, from our ad in your paper. We have probably received 40 or 50 applications and we are very much pleased with the results." Clovis Mill & Elevator Co., Clovis, N. M.

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EXPERIENCED GRAIN SOLICITOR wanted who is acquainted in Iowa. Address: Lake, Box 7, Grain Dealers Journal, Chicago.

AN AGGRESSIVE Agent wanted for country elevator. Give reference, age, salary expected and experience in first letter. Address: Box 439, Fort Dodge, Iowa.

DRAFTSMAN ON GRAIN ELEVATORS wanted; eastern location; state age, experience and salary desired. Address: Skilled, Box 4, Grain Dealers Journal, Chicago.

EXPERIENCED CASH GRAIN MAN for terminal market wanted. Floor salesman and office work with large firm. Address: Buyer, Box 6, Grain Dealers Journal, Chicago.

GRAIN SOLICITOR wanted. One with wide acquaintance in Iowa and Illinois, by established grain firm. If you have confidence in your ability to get the business on consignment, can offer good salary or profit-sharing proposition. State fully your experience and references. Address: Consign, Box 7, Grain Dealers Journal, Chicago.

EXPERIENCED FOREMAN for Alfalfa and Mixed Feed Plant wanted, located in town in Eastern Wash. Want man well acquainted with the manufacturing of Alfalfa Meal and Mixed Feeds, and one who knows how to operate and keep up machinery. Want man used to wearing overalls. Give full particulars, credentials and salary expected in 1st letter. Address: Alfalfa, Box 6, Grain Dealers Journal, Chicago.

BROKERAGE ACCOUNTS WANTED.

ABLE REPRESENTATION given shippers of Oats and Corn, in the city of New Orleans, on commission basis. Correspondence solicited. Prefer some Illinois or Iowa firm. Highest trade references furnished. R. McMillan, Jr. 412 Gravier St., New Orleans, La.

MACHINES FOR SALE.

FOR SALE—CHEAP.

One (1) Noyes 9x24 three pair high roller feed mill, all belt driven. Good repair except needs re-corrugating. Can be seen running. Price \$350.00.

Two (2) Foos Scientific. Style T Feed Grinders, good order, except need new grinding plates. Can be seen running. Price each \$95.00.

One (1) No. 8 Bowsher Feed Grinder. In good order except needs new grinding plates. Price \$85.00.

One (1) Nordyke & Marmon Plantation Burr Mill. Needs repair—\$25.00.

One (1) Horizontal Tubular Steam Boiler, 52" in diameter, 14' long. In good order. Will pass boiler insurance inspection. Price \$600.00.

One (1) Horizontal Tubular Boiler, 64" diameter, 14' long. In good order. Full flush front. Will pass boiler insurance inspection. Can be seen under pressure. Price \$850.00.

One (1) 40 horse, right-hand automatic Atlas engine. Needs repairs. Price \$75.00.

One (1) 40 horse, left-hand plain Atlas engine. Needs repair. Can be seen running. Price \$90.00.

One (1) 35 horse, center crank Atlas engine. In good repair. Price \$150.00.

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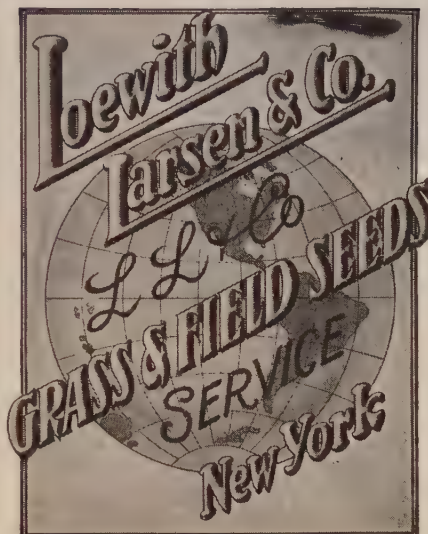
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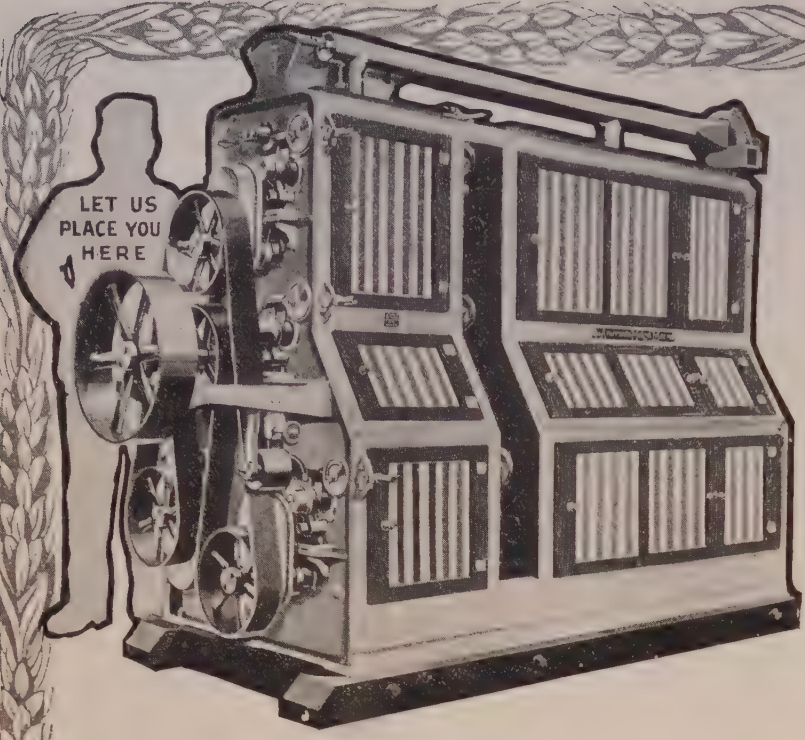
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CHICAGO, OCTOBER 10, 1919

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well ventilated if you wish to prevent dust
explosions.

IN THE LIGHT of recent events, it is
more hazardous than ever to chaff a grain
man about the dirt in his elevator. Be care-
ful, he may blow up.

BILLS OF LADING will need safeguarding
against forgery and fraudulent issuance more
than ever since the passage of the bill increas-
ing the amount of loans allowed to be made by
banks on such collateral.

THE REASONS for advancing freight
rates as reflected in different letters to this
Journal may give shippers ample light on the
cause of advancing freight rates, even though
no effort is made to excuse the greed of the
salary grabbers. Even the patience of the
public has some limitations.

GRAIN DEALERS who are eager to have
the Government control, regulate and direct
the wheat trade after June 1, 1920, should
make haste to convince their representatives
in Congress that is the thing to do. However,
it would be extremely dangerous to suggest
such an act in any well organized associa-
tion of live grain shippers.

CARLOADS are not the same on different
market terms, as some shippers have learned
to their cost. A carload of kaffir corn is 50,-
000 lbs. in some markets, while other points
will accept 56,000 lbs. If the market is down
the buyer will exercise his privilege of reject-
ing the tender of the larger cars on a con-
tract for "carloads." All this grief can be
avoided by specifying the number of pounds.

BUYING grain on a falling market without
hedging is an extremely dangerous practice,
especially when cars are scarce. Elevator
operators who have escaped loss on the sag-
ging grains the last two months owe it to
their brethren in the trade to explain how.

TERMINAL elevator men of the South-
west complain that winter wheat of the new
crop contains more cereal dust and more
weevil than usual, so the conditions are fa-
vorable for grain dust explosions. Do you
keep your house clean and well ventilated?
No one can afford to take chances this season.
It is fraught with too much danger.

THE CORN crop may not be as volumi-
nous as we would like, but reports from
traveling men support all written reports re-
garding the superior quality and splendid con-
dition of the new corn so it may go much
farther for feed than a large crop of water
logged corn. The very fact that shipments
are being started to market much earlier than
usual indicates that country elevator men are
convinced it will stand shipment, and expect
much less grief than usual from handling
corn.

THE WHEAT director seems to be rigidly
opposed to elevator operators making what
they consider a fair profit on wheat handled,
and while he seems determined to place a
narrow limitation on the profits, he has no
concern whatever with the losses. It would
seem only right and proper that before the
grain corporation is finally dissolved, it
should settle with the grain dealers of the
land for the losses its unreasonable regula-
tions have forced upon various members of
the grain trade.

THE RAILROADS have given such rotten
freight service since the new grain crops
started to move, many country elevator men
have been unable to do much more than sit
around and pay interest on the money in-
vested in the grain. Their bins are full of
grain and their hearts are full of hope that
the Government will soon take its hands off
the railroads and permit private enterprise to
operate them more efficiently than ever. The
labor unions plea that they be given the rail-
roads to operate for their own benefit does
not seem to be meeting with much favor ex-
cept with the union managers. Even railroad
workers laugh at the proposed steal.

FARM LANDS are selling at such remark-
ably high prices that even the Agricultural
Department is becoming somewhat panic
stricken and warning the farmers that the
prices which will be obtainable for farm
produce in the course of two or three years
will not justify the high prices now being paid
for land. One other bad feature of the high
prices is that it will serve to increase the num-
ber of tenants, and the renting of farms seems
to make for reduced yields and general in-
efficiency. Then too, the farmer must pay
higher wages for help than he ever paid be-
fore and get fewer hours per day. If under
these conditions farming is to be made to pay,
farmers everywhere will need to cultivate
more intensively than they have ever done.

A CINCINNATI receiver has been fined
for issuing fictitious Bs/L. The lax meth-
ods of the railroads is more to blame for the
circulation of spurious Bs/L than anyone
else. Blank Order Bs/L should not be issued
to anyone until freight has been received for
shipment.

A SACK OF GRAIN in an elevator or
grain warehouse is covered by the plain Eng-
lish of the "United States Cold Storage Act,"
H. R. 9521, defining "article of food" as any
food for human consumption, not liquid. As
the Act requires the dates of taking into and
out of storage to be marked on the container,
will the miller be required to date his flour,
if his warehouse happened to be "cold" dur-
ing the winter? Next the legislators will re-
quire each hen to be equipped with an auto-
matic dating stamp.

FORTY-EIGHT years ago Chicago burned
up two hundred millions of valuable property
because of the careless use of an oil lamp by
a milk maid. Now, Chicago is trying to prof-
it by the awful catastrophe of 1871 and the
week is being devoted to the education of
school children and citizens to the necessity
of striving to prevent fires and accidents. The
very fact that our per capita fire waste is
over ten times as great as it is in Europe
proves conclusively that America has much
to gain by greater care in fire prevention.

GRAIN dealers throughout the land are
dissatisfied with the profits they are obtaining
from handling wheat, and at the same time
many producers are complaining to the Grain
Corporation that country elevator men are
taking an unreasonable margin. Many of the
dealers who have taken more than 8c gross
margin will have nothing to show for their
labor if they do not soon get cars. Interest
alone will more than eat up any margin they
may have had in the wheat purchased. The
trouble with most members of the trade is
that they have little conception of the real
cost of getting grain from farm wagons to
the terminal markets.

DIRECTOR General Hines credits the
car shortage to the clogging of wheat in ele-
vators. So many elevators have been burned
or destroyed during the past few years with-
out replacement, the terminal facilities of all
railroads have been greatly reduced. It has
been pointed out in these columns quite fre-
quently that the short-sighted policy of the
railroads in failing to provide terminal freight
for bulk grain would ultimately result in their
paying more for the privilege of not providing
these depots than it would cost to build them.
Today railroads have thousands of cars tied
up with grain, but no place can be found to
unload it. The eastern receivers have per-
sistently asked for more grain storage facili-
ties but in vain. The railroads are now reap-
ing reward for their own short-sightedness—
they alone are to blame for the lack of ample
terminal storage facilities. One factor which
Mr. Hines failed to take in consideration is
that the strike of British railway workers
stopped the unloading of cargoes in British
Ports as well as the loading of vessels here
for those Ports.

GRAIN SHIPPERS who experienced difficulty in collecting for grain lost from cars in transit, may be somewhat amused by the report of car leaking 4" boards which appears in our Leaking in Transit column this number. To the owner of the boards that is no joke. This wanton waste of material is a fair sample of the don't-care attitude of the average railroad employee. The Government in its operation has humored them until they think they own the railroads and will always have their say whether the Plumb Bill becomes a law or not. Railroad companies who take such poor care of their cars that they leak 4" boards are not safe carriers to entrust with bulk grain.

RECENTLY one of our shrewdest law-makers when importuned to support a piece of legislation designed to encourage and foster business, frankly asked how many votes is demanding this legislation. In other words, our law-makers have come to measure demands by the number of voters supporting the lobby, hence if the grain trade is to receive any consideration from the law-makers, the dealers must organize thoroughly and present a solid front? One of the strongest lines of business in Nebraska, Colorado, the Dakotas, Minnesota and Wisconsin is the grain business. Each state should have a strong grain organization for the active promotion of the common interest of those engaged in the grain business.

Leaking at Sea.

When a ship springs a leak at sea, the captain sends out an S. O. S. for help—he knows if the leak isn't stopped soon, he'll lose his job.

When a freight car heavy laden with grain springs a leak in transit, the conductor and his crew of don't-cares tell those who point out the leak that stopping it is not their work and none of their business. They have no fear of losing their jobs.

As the car approaches its destination the repair man tries to cover all evidences of the leak. The claim agent swears it arrived in good condition and never did leak.

The grain shippers of the land owe it to themselves to bring sufficient influence upon the officials at headquarters to secure the issuance of explicit instructions to all freight train crews to stop wasting valuable grain along right of way. If it be necessary to stop the train in order to stop the leak, then that should be done without any hesitation.

Reports in our "Leaking in Transit" columns frequently reflect a woeful lack of interest in these leaks on the part of the train crew. The grain has been entrusted to them for safe transportation and it seems necessary for the shippers to force them to perform work for which they are most handsomely paid. When you see a car leaking in transit help your brother dealer by calling train crew's attention to it and send us all the essential facts. It will not only help shipper to collect for his loss, but it will bring the attention of claim agents to the necessity of greater care of grain shipments on the part of train crews.

Keep Water Off Salvage.

Grain elevator men have come to look upon firemen as of somewhat doubtful benefit. A Cincinnati firm writing in this number regarding the burning of dust on the hot air pipes of its fireproof drier says the fire department happened to learn of the trouble, made a stirring run to the house and threw water on a car of wheat, doing much more damage than the fire.

An Iowa elevator operator reporting the burning of his elevator a month ago wrote "Building is a total loss. Elevator was full to the top with wheat and oats. Not a very heavy loss on grain because there was no fire department to throw water on it. The outside of building burned and the grain piled down into the clean basement, so the salvage was of good quality."

The experience of these two firms is right in line with the experience of many other elevator owners who have seen their hopes for large salvage blasted by hasty, panic-stricken water throwers. Throwing water on the outside of wood elevator may do some good, but when it is full of grain, water inside is sure to do more harm than good. When your house catches fire, remember to save the grain, it is valuable.

The Best Remedy for Weevil.

Weevil can be exterminated by the application of bisulphide of carbon or hydrocyanic acid gas, just as advised on page 524 of the Journal for September 25th, but the use of bisulphide of carbon is accompanied with a great increase in the fire hazard as the gas is very explosive, in fact, can be easily ignited by great heat so that it should never be applied to any plant until all fire has been removed.

The use of hydrocyanic acid gas is just as deadly to life in any form as it is to the weevil. Its fumes have been known to pass through floors and walls of houses with deadly effect upon neighbors. While both gases if used in sufficient quantity can be depended upon to exterminate all live weevil, the necessity of their use can be readily obviated by cleaning the elevator thoroughly, removing all dust, dirt and accumulations of trash, sweeping down the walls and applying a strong solution of lime and lye, and then *keeping* the plant clean.

When any grain is received which contains weevil, it should be run through a cleaner and thoroughly blown. The colder the day, the easier it will be to blow out the weevil. It should not be necessary for elevator operators in order to get relief from the pesky weevil to place in jeopardy either their property or their lives. In most cases the cleaning treatment if applied properly and persistently will suffice to give relief. Every elevator operator should at least give the least hazardous treatment a thorough trial before applying the dangerous gases. By *keeping* clean the fire and dust explosion hazard of the elevator are both reduced and the plant made less attractive to the grain weevil.

In grain elevators equipped with a modern drier the infested grain should be placed in

the drier and the temperature raised to 120° Fahrenheit. Then the grain should be run thru a separator and the dead weevil removed.

The Car Shortage.

Complaints continue to come from all grain surplus sections of the scarcity of cars. Shippers complain most bitterly of their inability to obtain cars and the reports of the railroads show that they are moving less grain to some markets than they did a year ago when war supplies were also being moved in large volume. At many stations in the west, wheat is being piled on the ground awaiting cars. As is reported by a correspondent in this number, millers are forced to buy wheat in excess of their needs in order to get empties and load out their flour. The rank congestion existing causes delay, waste and extravagance and, of course, greatly increases the cost of doing business. Yet the politicians persist in having the Government operate the railroads, notwithstanding all lines of business are crippled and handicapped by it.

"Commercial Bribery."

Our all-wise Federal Trade Commission made up of socialists and radical reformers of different stripes has discovered an old weakness in our business promotion practice. This week it has ruled that the giving of gratuities such as free lunch, entertainments and drinks is commercial bribery and instructed a number of business firms to discontinue giving away gratuities to influence sales or promote business.

These wild-eyed theorists who sit down in Washington and pick flaws in the methods of business men may congratulate themselves on their marked ability to originate petty regulations for business men which will serve only to irritate and annoy those regulated. Business men generally have been very patient with the fault-finding attitude of the present Trade Commission, but we doubt that any business men has taken kindly to the petty regulations and requirements of this bunch of impractical theorists appointed originally to help business.

It is evident that the commission would consider the giving away of grain tables, rulers, pencils, memorandum books, pocket books and a thousand and one other advertising novelties distributed among the grain dealers of the country nothing more than commercial bribery, and as for taking a shipper out to dinner and to the theatre or to the ball game, that would be commercial bribery on such an extensive scale as to justify the commissions forcing the man who paid the bill to go out of business.

Wonder if these cheap politicians bought any stogies for the voters who helped them to attain their present sinecures. Can it be they consider every job given to the faithful henchmen a bribe? Horrible!

According to a recent decision of the U. S. Circuit Court of Appeals in the cases of the Federal Trade Commission vs. Gratz "the law giving the Commission power to investigate unfair methods of competition, does not contemplate the prohibition of unfair methods of competition between individuals. The unfair methods contemplated by the act are such as affect the public generally."

"Gambling Pure and Simple."

All sane men must question the logic of the Chicago judge who recently held that a farmer who buys and sells grain on a margin with no intention to receive or deliver is "a gambler pure and simple, while the broker who handles the transactions for the farmer is a legitimate dealer."

In other words, the farmer's part in the transaction is black while the broker's part is white. The judge seems to have overlooked the fact that the broker never stopped to ask the farmer if he were buying grain for a gambling purpose or to feed his cows. There's one thing certain: the broker would not have handled his transaction had farmer advised him that he did not want the grain and would not take delivery.

The rules of all grain exchanges not only require delivery on the contracted day, but the grain must be of the contract grade, and all rules and regulations are made with a view to guaranteeing delivery to the buyer of exactly what he bought.

Contracts to buy and sell grain for future delivery always have been and always will be legitimate business transactions in the eyes of judges who have sufficient knowledge of the essentials to a contract to divest Board of Trade transactions of the wrong classification given them by men who overlook the fact that chance in some degree enters into every business transaction.

The decision handed down by Judge J. B. David recently appears to be founded solely on prejudice and without any clear understanding of the real factors entering into each transaction.

Who Owns the Dust?

An interesting letter published in this number comes from the Secretary of the Board of Grain Commissioners for Canada, and he says very clearly that the Board is not opposed to operators of terminal elevators removing all the dust, providing, of course, they do it at their own expense for loss in weight as well as power and labor in making the separation.

If the shippers were to mix in sawdust, pig iron or dead chickens, probably the Board would not object to the terminal elevator man removing that foreign material and crediting the shipper only with the weight of grain and grain dust contained in his shipment. While the grain dust is closely related to the grain, we cannot make flour or feed of it or force any one to accept it in carload lots at grain prices. In the light of present high market values, the stand of the commissioners seems to be a species of legalized extortion.

The operators of the Port Colborne Elevator never owned any grain and were not interested in grain excepting that they handled it for shippers, yet through the regulations of the Grain Commissioners, the operators were forced to assume the hazards of handling dust laden grain with the result that the elevator was blown to smithereens, ten men killed outright and property loss exceeded a million dollars.

The shippers should have removed the dust before loading it and thus saved freight on a

lot of worthless but very dangerous matter. If this refuse contains any nutriment or any real feed value, then let it be removed as early as possible in the travels of grain and turned over to the manufacturer of commercial feedstuffs because the manufacturer of cereal foods cannot use it to the satisfaction of the consumer or with profit to himself. Get it out of the grain early, save the freight, and reduce the explosion hazard of grain elevators.

Why Grain Elevators Explode.

The letters given on pages 624-625, this number, may not give a detailed analysis of the causes of grain dust explosions in elevators, but no one can read these letters without forming some very positive conclusions as to what the writers of these letters deem to be the exact cause. No elevator operator is desirous of having his house blown to pieces, and all of them are anxious to prevent their plants being overtaken by a disaster of this character. Few plants, however, have the proper equipment or the labor needed to keep them clean as they should be. The opinion seems to be gaining support very rapidly that receiving sinks, elevator heads, scales, hoppers, garners and bins must be fitted with ventilators that will carry the dust laden air outside the building.

The handling of dust laden grain in the open must necessitate stirring up a great amount of dust and invariably it accumulates on ledges, floors and beams and when dislodged forms a cloud that is sure to blow up if exposed to a spark of flame. Some elevator owners have always insisted upon having all dust being kept confined with the grain so as to prevent its being scattered about the plant. In the interest of safety, it would seem to be a far better practice to remove all dust and take it out of the house as early as possible. Ventilators in the roof are always desirable, and if connected to every enclosure where dust is stirred up, enough dust will be removed to make the entire house more habitable and less dangerous.

The dust collecting systems which have been installed in some plants with complete satisfaction should be installed in all grain elevators and kept in operation. The suction fan with its sweep-ups and intakes, will take enough dust out of the grain to improve its grade and reduce the explosion hazard. However, the ventilators and the dust collecting systems will not displace the sweepers, who must be kept busy on floors and walls if elevators are to be kept anywhere near clean.

For years elevator operators have looked upon the dust explosion hazard as a pet hobby of the theorists, but five explosions of grain dust this year, killing sixty-two persons, injuring many more and destroying property valued at many millions has shaken all this heresy out of them. Even the most confident doubter is now willing to admit the reality of the hazard and to take steps to correct it.

IT NOW seems very probable that the rate-making power of the Interstate Commerce Commission will shortly be restored to it. A bill to this effect has been agreed upon by the conferees of both houses. This should make them more stable and more equitable.

Water Transportation for Grain.

Water transportation for grain sounds attractive and everyone wonders why our inland rivers and canals are not used more extensively for transporting heavy freight. A St. Louis correspondent sends us photographs of the new steel barges designed to revive the wheat barge business between St. Louis and New Orleans, and inasmuch as navigation is open the year around, there would seem to be every encouragement for the revival of shipments of grain down the Mississippi.

An Iowa correspondent in a reminiscent article in this number, covering the "Big Wheat Shipping Days of the Upper Mississippi," tells of the disappearance of all freight craft which sixty years ago made McGregor and its environs a busy market the year around. Every grain shipper recognizes that water transportation is far cheaper and the service should be just as satisfactory because the railroads delay so much in providing cars and then delay delivery long after the cars are loaded, so that in many cases water transportation, especially for a grain dealer who owned a few barges, would be far more satisfactory. Through the establishment of private barge lines not only would the cost of transporting grain be materially reduced, but shippers would be able to hold grain for a favorable market without paying demurrage.

Water transportation for bulky commodities is used very extensively all over Europe and no one has advanced any good reason for shippers failure to utilize the rivers and canals of this country. The Government has spent many millions in dredging deep channels for the accommodation of this freight traffic, yet the commodities transported during all of the last five years would not have justified the expenditure of one-tenth of the Government's expenditure on channel improvement during any one of these years. The shippers and the public generally never hesitate to commend most highly water transportation, but no one seems willing to use it. If freight rates keep on going up, the consuming public will soon be compelled to take to water transportation or starve.

THE PERSISTENCE of the grain corporation in flooding the country with "warnings to licensees" and to grain firms who have failed to take out a license indicates most emphatically that it is experiencing more trouble than heretofore in inducing elevator operators and millers to heed its autocratic mandates. Elevator men who handle wheat no doubt can be forced to take out a license, but they cannot be forced to handle wheat or to continue to report after the wheat has been moved out of their section.

PRODUCTION in many lines of human endeavor will stop next Monday, the grain exchanges will be closed and the high cost of living will be pulled up another notch. Not because it is necessary to loaf in order to honor the discoverer of America, but because shortsighted politicians acceded to the demands of a small, but active lobby. Enforced idleness robs many men of an opportunity to earn a living. The grain exchanges will be closed from Saturday noon until Tuesday and shippers will have three days more interest to pay.

REMEMBER.

Remember when you are right you can afford to keep your temper, and when you are wrong you can't afford to lose it.

That is an incomplete day in which you have done nothing to brighten the lives of others.

The fellow who sits around waiting for his ship to come in, is very likely to find himself the owner of a whole fleet of hardships!

When one gets to love work, his life is a happy one.

Your business won't roll up hill, you've got to push it.—Southworth & Co.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Memphis Will Resume Trading in Seed Meal Futures.

Grain Dealers Journal: The members of the Memphis Merchants Exchange will, in the near future, resume future trading in Cotton Seed Meal.

While no definite date has as yet been determined, the meal option board will more than likely be reopened on or about the 15th of October.

In response to the urgent demand of the trade during July 1917 future trading in Cotton Seed Meal was inaugurated by the Memphis Merchants Exchange, and continued with the volume of sales daily increasing until December of that year when, the price of meal having been determined by the Food Administration, the members voluntarily discontinued trading.

There is now doubtless even greater necessity than before for the stabilizing influence of a properly conducted future meal market, affording the trade opportunity for legitimate hedging.

Production imposes ownership of the product, and ownership of the product is inseparable from the risk of ownership, and this legitimate means of minimizing this risk of ownership will be of incalculable benefit to the trade.

The Memphis meal market will be the only one of its kind in the world.

Future trading in Cotton Seed Meal will be conducted along the same lines as future trading in Cotton Oil on the New York Produce Exchange.

Trading will doubtless be based on Good Cotton Seed Meal, finely ground, not necessarily bolted, of sweet odor, reasonably bright in color, and by analysis containing at least 7% of ammonia and 40% of combined protein and fat.

The unit in trading will be contracts of 100 tons. Trading will be permitted in the current month and the seven succeeding months, thus maintaining at all times the opportunity to trade in eight months. No trading will be permitted except at prices which are multiples of five cents per ton such as \$62.00; \$62.05; \$62.10; etc.

The amount of original margin to be required has not as yet been definitely determined, but will doubtless be made \$5.00 per ton. It is also likely that a limit will be determined for a daily fluctuation in price.

To facilitate the complicated accounting necessarily incidental to future trading a Clearing Association has been organized for the clearance of trades.

A. C. Westervelt, of Humphreys-Godwin Co., has been elected Pres.; W. G. Manire, of Smith-Manire Commission Co., Vice Pres.; and Robert Ruffin, of W. P. Battle & Co., as Secy.-Treas. of this important auxiliary organization.—Respectfully, W. J. Fransioli, Secy., Memphis, Tenn.

Why Freight Rates Go Up.

Grain Dealers Journal: Freight rates were advanced by the government railroad administration 25 or more per cent; but when we consider the method of operation we wonder why rates are not double or triple, so greatly has the waste of material and labor been increased.

Just one example of a big increase in expense of operation contributing nothing whatever to the profits of the company or to the service of the public is afforded in the case of a highway crossing at Elmhurst, Ill.

Many years ago one tower controlled the gates at two crossings 800 ft. apart, and was operated by two men on 12-hour shifts, getting \$30 per month, or \$60 for both, to cover the entire labor cost.

Later the tower was moved from between the two to Haven Road, and a new shanty set up at York Street so that four men were required. Then later again the wages were increased, and when the Federal R. R. Administration took hold again increased. Then the 8-hour "basic day" was established and the four men got paid each for 4 hours overtime, each then drew down \$105 per month, so that the cost of operating became \$420 per month instead of \$60, just seven times as much. To cut down this expense the railroad company has since put on three men at each tower, each 8 hours, as the overtime feature makes it cheaper to hire three men instead of two to do the same work. The shippers pay the bill.—Observer.

Extension Lever Scales.

Grain Dealers Journal: Referring to the article you published on pages 258-259 Aug. 10, "Extension Lever Scales," whoever wrote the article could have mentioned that ours has the least additional bearings.

On extension lever, side arm type, light pattern we use 2½" double strength pipe, while on the heavier pattern we use 3" double strength pipe, and is the extension for least bearings and as durable and accurate as any extension that can be made. Herewith is shown cross section of our center connection wagon and auto truck scale up to 15 ton capacity, showing center extension arm made of different lengths, 6' 4" being standard length, but we can furnish lengths every 6" up to 10' 0".—F. L. Rogles, Mgr. Howe Scale Co., of Illinois, St. Louis, Mo.

North Dakota in the Grain and Milling Business

Grain Dealers Journal: One of the chief parts of the industrial program authorized at three different elections by the people of North Dakota is provided for by an act of the legislature establishing the North Dakota Mill and Elevator Ass'n. Under this act the state proposes to establish and operate a system of terminal elevators and mills to cost not exceeding \$5,000,000.

As is generally known, the state has entered on an extensive program of public utility and industrial activities, which enemies of the movement call "Bolshevism" and "radical Socialism" but which its friends declare is "the start of industrial democracy." This movement is the result of the organization of the National Nonpartisan league.

Besides entering the grain and milling business, the state is authorized by the people and the legislature to establish a state reserve and farm loan bank, to enter upon an extensive plan of home building for its citizens, for which the credit of the state will be loaned to home builders, and to investigate and survey the large lignite deposits of the state, with a view of developing them as a state enterprise.

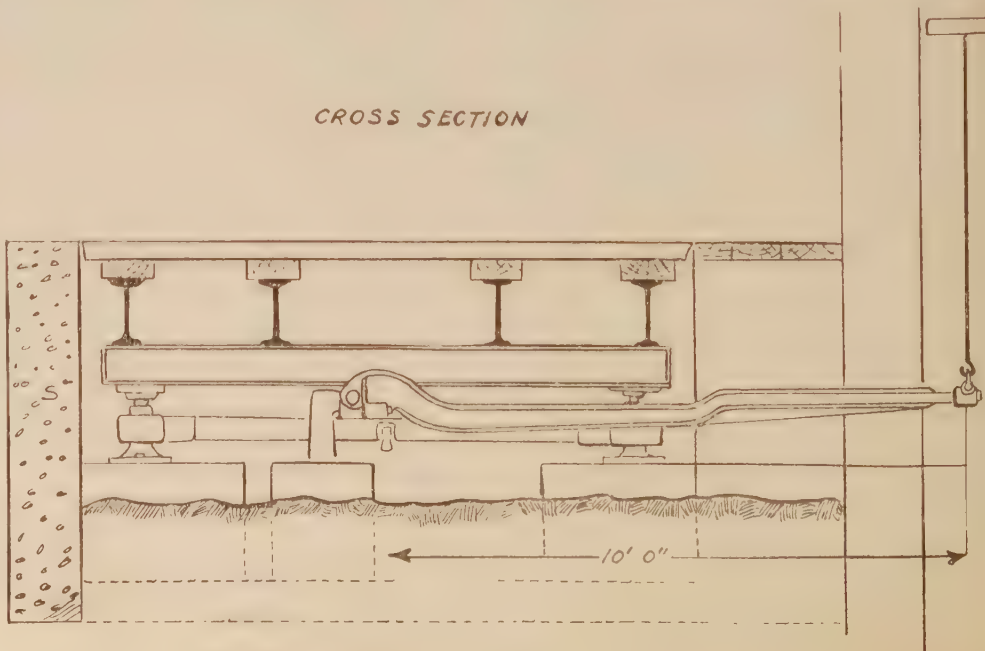
The Nonpartisan league is a farmers' organization, of which A. C. Townley is the president and originator. The members pay \$16 for every two-year period. The league, organization which commenced early in 1915, was the outgrowth of a widespread belief on the part of the farmers that they were assessed unjust handling charges and commissions on their products by middlemen, that money and credit was controlled by the financial interests to their disadvantage, and that they were subject to unfair grading regulations and business practices in the market.

North Dakota being predominately agricultural, the League became, in 1916, the chief factor in the state's politics.

One of the chief cases attacking the laws providing for the industrial program is now in the United States supreme court, appealed from the federal district court.

The 1919 legislature passed laws appropriating money and bonds to get the program started. These laws were immediately attacked by the opposition by referendum petitions. As a result, seven of the laws were referred to the people at a special election in July, this year, and all approved, making the third election at which the people of the

CROSS SECTION



Extension Lever Scales; Cross Section of Center Connection.

ate have committed themselves to the league program.

THE LAWS of the 1919 legislature carrying out the program are as follows: Creating the Industrial Commission, composed of the governor, attorney-general and commissioner of agriculture and labor, to have all the authority and responsibility in establishing and administering all the various enterprises into which the state enters.

The Bank of North Dakota and bond acts, creating the state bank and providing for an issue of bonds of \$2,000,000 to furnish the capital of the bank, and an issue of \$10,000,000 to furnish a revolving fund for farm land banks. The bank is authorized to do anything any bank can do and combines in one institution the functions of the federal land and reserve banks. This bank will play an important part in financing the industries. The state will finance residents who want to start farms up to \$10,000, and city home builders up to \$5,000.

The Mill and Elevator Ass'n act, providing for a state-owned system of mills and elevators and authorizing a bond issue of \$5,000,000 for its establishment.

These laws provide that the Industrial Commission shall appoint managers of the various departments and shall be the final authority in the administration of the enterprises.

JAMES A. MCGOVERN, grain inspector for North Dakota for several years, has been appointed manager of the Mill and Elevator Ass'n by the commission, at a salary of \$5,000 a year. Mr. McGovern is now causing engineers to prepare plans and specifications for the mills and elevators which will be erected. It is not yet decided by the commission whether there will be more than one terminal elevator in the state or whether there will be one mill of 2,000 to 3,000 barrels a day capacity, or three or four smaller mills, located at various strategic points in the state, together giving the total capacity desired.

On recommendation of Manager McGovern, the Industrial Commission recently purchased the Drake mill, which has a capacity of 250 barrels a day, which can readily be enlarged to 500 barrels capacity should it be deemed advisable. The mill was purchased for \$20,000. Engineers employed by the commission appraised the property at considerably above this, and Mr. McGovern had a separate appraisal made by Thomas Sanderson, experimental miller in the employ of the state agricultural college at Fargo. The machinery is in excellent shape, though not new, and the mill was a going business when taken over by the state. This transaction has only just been completed.

The people of Drake, being anxious for one of the state enterprises, agreed to subscribe for \$32,000 worth of the mill and elevator bonds, which enabled the commission to purchase the mill of the Drake Milling Co., and furnished a working fund to start operations under state management. In addition, the Industrial Commission has an appropriation of \$100,000 from tax money, and the Mill and Elevator Ass'n another \$100,000. None of the mill and elevator bonds, outside of those sold to the people of Drake, have yet been disposed of.

The Drake mill, according to an official statement of the Industrial Commission, was purchased to enable the commission to gain some milling experience, build up a milling staff and experiment with North Dakota wheat, pending the erection of the main mills and terminal elevators, which can not be constructed for a year or year and a half. The commission believes experience gained in operating this small mill will be invaluable to the state when the main units of the mill and elevator project are ready to do business, and the commission members believed sound business judgment warranted the purchase and operation of the mill at once.

Interest and principal on the mill and elevator bonds must be paid by the revenue of the mills and elevators as soon as there is a revenue, and the Mill and Elevator Ass'n is expected to create a sinking fund which will ultimately retire the bonds, and repay to the state the appropriations from taxation made to initiate the enterprise.

Mr. McGovern already has received orders for state-made flour from farmers' organization and co-operative farmers' stores, both within and without North Dakota, and he says the small mill already put in operation by the state will not be able to meet the demand for the state-made product. The Industrial Commission will ultimately adopt a state brand for its flour.

It will probably be some months before the Drake mill has had sufficient experience to warrant a conclusion as to its success or failure under state management, and of course it will be two years at least before the main units of the mill and elevator system have been constructed, and have been in operation long enough to furnish a basis for criticism as to their success or failure.—Oliver S. Morris, former sec'y of the Industrial Commission, St. Paul, Minn.

International Grain and Hay Show.

Considerable interest has been aroused in the International Hay and Grain show, which will be held Nov. 29 to Dec. 6, in conjunction with the International Live Stock show at the Chicago Stock Yards.

The Chicago Board of Trade Com'te has announced a widespread interest is being evidenced by the numerous requests for premium lists. The total requests have almost reached the 200,000 mark. This indicates that there will be a large number of exhibitors, and in addition to this it is expected that the government, and practically all the State Agricultural Colleges of the country will have special exhibits.

Prof. G. I. Christie, of the Purdue University, who is now in charge of the Extension work in Indiana, has been appointed superintendent of the show. Mr. Christie, in addition to his other duties, is sec'y of the Indiana Corn Growers' Ass'n.

Government Will Handle Intrastate Wheat Appeals.

Effective immediately, the U. S. Dept. of Agri. will handle all wheat appeals from licensed inspectors' grades on intrastate as well as interstate transactions. Formerly, under the grain standards act, wheat was required to be shipped or delivered for shipment across State lines before an appeal could be taken to the Government.

The new arrangement has been made by the Secretary at the urgent request of Julius H. Barnes, United States Wheat Director, and is effective under authority and during the continuation of the Food Control Act, the Wheat Guaranty Act, and the Executive order of May 14, 1919. Mr. Barnes stated that it was necessary to have the appeal privilege on all wheat whether interstate or intrastate in order to make the guarantee good to the producer of wheat everywhere in the United States.

Pursuant to this agreement Federal Grain Supervisors in all the large markets of the United States have been instructed to entertain all wheat appeals.

THE PRICE GUARANTEED by the British government for 1919 crops is the same as last year, \$2.18 for wheat and 99 cents for oats. The market, however, will be free and all grain will be sold on its merit but if the market price is below the government price, quality considered, the government will make good the deficiency to the farmer.

It is the duty of everyone in business to give each customer a square deal; but it is equally imperative that you receive a square deal yourself.—Thompson.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

B. & O. 91612 passed thru Edgerton, Mo., Oct. 2, on west bound local freight, leaking wheat badly over draw bar at rear.—Edgerton Milling Co., G. T. Turney.

B. & M. 48093 passed thru Edgerton, Mo., Oct. 2, on west bound local freight, leaking wheat thru the door.—Edgerton Milling Co., G. T. Turney.

T. & P. 13736 passed thru Hackney, Kan., Oct. 2, leaking wheat between the siding and the sill, about half way between the door and the end.—Hackney Farmers Co-op. Ass'n.

R. I. 35557 was standing in the yards at 82nd st., Chicago, leaking wheat at the left hand corner, over the front wheels, on Sept. 30.—H. A. L.

C. & N. W. 10655 passed thru Eau Claire, Wis., Sept. 29, leaking 4" boards. This was a gondola car and apparently no attempt was being made to stop the leak. Boards were dropping off between the loaded car and the one following and several cars looked as if they were receiving rough handling.—W. P. Buchan, Minneapolis, Minn.

Pa. 550230 passed thru Meadville, Mo., on Sept. 19 leaking wheat freely at the end of the car. The train did not stop so I could not notify the trainmen.—G. V. Myers, mgr., Farmers Pro. Co.

Erie 89898 passed thru La Sueur, Minn., leaking wheat badly at the door. The leak was fixed by the railroad men.—Wierwill Bros.

U. P. 13826 passed thru Modale, Ia., Sept. 24 leaking wheat badly at the door post. The train did not stop but the stream of wheat could be seen a block away.—H. C. Hartsock, mgr. Modale Farmers Elvtr. Co.

C. R. I. & P. 27966 passed thru Princeton, Mo., Sept. 23, on local freight east bound, leaking wheat at corner and at bottom of car on rear end at east side. Leak noticed by J. B. Wilcox, mgr. Alley Grain Co., Princeton.—A. A. Alley, Alley Grain Co., Mercer, Mo.

N. Y. C. 216838 passed thru Smith Center, Kan., on Sept. 17, with one door about half open but we did not have time to close the door. The seal on the fastener was K-36610.—B. E. Stratton, mgr., Derby Grain Co.

N. K. P. 28778, said to be loaded with wheat, was set out Sept. 15, at Birkbeck, Ill., because of a pair of loose wheels. New wheels were put on and the car left on Sept. 18.—Harry Johnson, agt., C. E. Scholer & Co.

C. M. & P. S. 202556 was set off on the side track at Deer Creek, Ill., Sept. 12, leaking corn very badly at the side. The siding was broken off at the bottom for a space as wide as the car door.—C. C. McGuinis, mgr., Farmers Grain, Live Stock & Coal Ass'n.

U. P. 137192 passed thru Dana, Ia., Sept. 11, leaking white corn badly.—H. E. Moranville.

Southern 122282 passed east thru Laird, Colo., on Sept. 9, leaking along the sides and at the door post.—Farmers Union Co-operative Elvtr. Co., G. H. Burnett, mgr.

M. K. & T. 90370 passed thru Central City, Neb., Sept. 9, leaking wheat.—Wm. Palmateer, agt., T. B. Hord Grain Co.

I. & G. N. 4542 passed thru Elliott, Ill., Sept. 8 leaking corn at the corner of the car.—J. S. Cameron.

C. M. & St. P. 74018 passed thru Rock Creek, Kan., Sept. 8, leaking wheat on both sides of the door, between door post and siding; bad leak.—H. D. Harding.

N. H. & H. 72076 passed thru Three Rivers, Mich., Sept. 6, bulging, and leaking grain near the door.—G. F. Barnes.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Using Bisulfid Cancels Insurance.

Grain Dealers Journal: In using Hydrocyanic acid for exterminating weevil, as described in the last Journal, is there any danger of explosion? Does the use of either hydrocyanic gas or bisulfid cancel the insurance?—J. R. Ladlie, mgr., Liberty Co-op. Co., Liberty, Kan.

Ans.: Hydrocyanic acid gas has no explosive possibilities whatever. One good whiff would kill a man instantly.

Bisulfid of carbon vapor, when mixed with air, is so explosive that a clause in the mutual policies cancels the insurance when this is used.

Weevil Developing Rapidly.

Grain Dealers Journal: The saw toothed weevil has developed very rapidly in our locality within the last ten days and our elevator is full of it. We can not fumigate from the bottom of the bins as they are full and the only way we could fumigate would be from the top of the bins. Is there anything that can be successfully used?—F. C. Sigler, Indianola, Ia.

Ans.: There appeared on page 524 of the Sept. 25, 1919, issue of the Journal an article on this subject that gives complete information. Bisulfide of carbon poured on grain in your bins will fill bin with a deadly highly explosive gas.

What Is a Reasonable Margin?

Grain Dealers Journal: We saw in some journal a statement to the effect that 8 to 12c would be a reasonable margin. Please refer us to the Government circular authorizing this.—Early Grain & Elevator Co., Amarillo, Tex.

Ans.: No blanket regulations on what is a reasonable margin have been issued; as Mr. Barnes, the wheat director, believes the margin required by small dealers is greater than required by large dealers. Each station and buyer requires a different margin.

Bert Lang, zone agent at St. Louis, at the Springfield conference with the Illinois dealers, said: "What is a reasonable handling margin we are not in a position to define or interpret, because it costs the small dealer more to handle. Some in Arkansas and Kentucky must have 10 cents, while in the Northwest they are willing to handle wheat for 5c. Mr. Barnes has ruled that we can not indicate what that reasonable margin shall be. The vice pres. on appeal is not final on that. The buyer has an appeal to Mr. Barnes."

Successor to Carl Vrooman.

J. R. Riggs of Sullivan County, Indiana, has been appointed Assistant Sec'y of Agriculture to succeed Carl Vrooman. In commenting on the appointment of Mr. Riggs, C. A. King & Co. of Toledo, say in their special Market Report: "He is an excellent man. He has had great experience and is a practical man, the kind our country needs at present. We have had the pleasure of his business acquaintance for many years. He is not an idle dreamer."

Any praise that Mr. King has given the new Assistant Secretary of Agriculture is nothing more than he deserves, for Mr. Riggs is a farmer of lifelong experience and practical application. More than that, he is a farmer by heredity, for his father and his grandfather made farming their life work. Mr. Riggs has found time, however, during his career for other enterprises and for public affairs. He was elected county auditor in 1894 and for a number of years he was active in coal, gas and oil industries of his section. He served twelve years as President of a

trust Company. He was active in the construction work of 200 miles of highway and since 1912 he has been engaged in manufacturing drain tile.

Dust Explosions in Grain Elevators and Cereal Plants.

By W. G. Clark.

Grain dust explosions have been discussed a great deal through the columns of grain trade journals and are receiving attention from the United States Government and it is hoped that this hazard will receive prompt attention from the elevator and milling industry.

Frequently we read of some terrible dust explosion in grain elevators or in cereal plants, all of which could be avoided if the proper dust collecting systems were installed. Owners of these plants should remove all floating dust, in other words, their plants should be dustless as it has been proved time and time again that cereal dust when mixed with air in certain proportion is explosive. In many terminal elevators this dust seems to be ignored. In unloading from cars into the main loftier leg a great deal of dust arises that could be avoided by a hood system and the proper designed piping connected with a fan of ample capacity. All this dust should be drawn up and collected in a metal dust collector. By doing this the working conditions would be greatly improved and the danger of fire and explosion would be greatly reduced. Elevator operators who ignore this dust take great chances.

The destruction of the Murray Elevator at Kansas City is one of the latest proofs of the danger of stirring up grain dust. The Government elevator at Port Colborne, the Smith Parry elevator in Milwaukee and the destruction of the immense plant of the Douglas Co., at Cedar Rapids, are also impressive examples of the destructive force of grain dust.

The writer advocates the installation of metal dust collectors of proper proportion and having a high collecting efficiency in all grain elevators. When this type of machines is connected with the proper size fan the system as a whole will be one of the best agencies obtainable for reducing the explosion hazard.

A dust collecting system that will collect sawdust and shavings of coarse dust will not collect fine cereal dust. It requires equipment of special design to get the highest results in each elevator. Some of the dust collecting systems that have been installed in elevators were far more effective as dust distributors than as collectors. In other words, the best you can buy is none too good for the elevator.

The collection of dust that is floating around in the air and also the removal of dust from grain before it is stored in the bins will greatly reduce the danger of dust explosion and the fire hazard. I beg to submit the following rules for fire and explosion in elevators and cereal mills.

1. Get the dust. Install an efficient dust collecting system, the dust to be sacked as fast as it is collected. Records show that six times as many fires occur among dirty mills and elevators as among clean ones.
2. Keep floors, walls, beams, and ledges free from dust.
3. Prohibit smoking and carrying matches in or around mills or elevators.
4. Use no open flames, as gaslights, torches, lanterns, and candles, for any purpose whatsoever in or around mill or elevator.
5. See that all wires for electric lighting are placed in conduits, and use only well protected globes.
6. Do not lower artificial lights into bins to determine the amount of grain they contain. Use weighted tape instead.
7. Keep all foreign material such as bits of iron, steel or stone from entering the grinders.

8. Eliminate static electricity by grounding all metal and moving parts of machinery.

9. Look out for elevator choke-ups.

10. Allow no dust to lodge on roof.

11. Dust sweep-ups and suction should be installed at unloading point in terminal grain elevators.

12. Have a sealed, locked and metal cover over all openings where grain is unloaded and have this cover securely locked at night.

Test of Dakota Discrimination Statute.

Violation of the North Dakota law against alleged unfair discrimination in the price paid at different stations, freight considered, is charged by the Attorney-General of North Dakota against the Occident Elevator Co., Minneapolis, Minn., operating a line of elevators in North Dakota.

Under the criminal section of the statute the agents of the company at Hazleton, Linton and Temvik, LeRoy Irving, R. J. Schor and W. R. Gentz, have been arrested, taken before a justice at Linton and released under \$2,000 bonds.

The facts on which the prosecution is based are that Philip Pfeiffer, a farmer residing two miles from Temvik, hauled a load of wheat Sept. 10 to Linton and was paid \$2.37. From the same stack he hauled a load to Temvik and was paid \$2.43; and later a load to Hazleton, receiving \$2.50. These stations are all on the Northern Pacific R. R., distant respectively 45, 37 and 28 miles from the junction at Mackenzie with the main line, so that a progressive difference in the price was warranted. The prices paid are so far above the government guaranty that the federal wheat buying schedule is not involved. It is said that the wheat delivered at Hazleton was of better quality than that hauled to Linton.

Pacific Northwest Wheats Grading Better.

Of the first thousand cars of new wheat received at Seattle and Tacoma this year, 37 per cent graded No. 1 as compared to 19 per cent of last year's receipts. The figures for last year represent receipts for the period July 15, 1918, to Feb. 1, 1919.

Of the new crop White Club receipts 50 per cent graded No. 1 as compared to 26 per cent of the receipts of last year. Of the Hard Red Winter wheats, 56.8 per cent graded No. 1, while 34.3 per cent of the receipts of last year received a No. 1 grade. The figures for Common White wheats show 16 per cent No. 1 this year as compared to 8 per cent for last year's crop. These figures were obtained from reports made by license inspectors to the Bureau of Markets of the department.

An increase is also shown in the percentage of the new crop grading No. 2, 45.1 per cent falling into this grade as compared to 39 per cent for last year. A large increase is shown in Common White wheats, while slight decreases are shown in wheats of the other classes. Combining the first two grades, the figures show 80.9 per cent graded No. 2 or better this year as compared with 59.2 per cent of last year's receipts.

A general increase is noted in the average test weight per bushel of the various classes and a marked decrease in the percentage of the crop carrying dockage. Smut dockage increased in the Common White and White Club wheats, and decreased in the Red wheats.

OATS EXPORTED from the United States to the Philippines in 1918 were about 199 bushels compared with 165,046 bus. the preceding year. The total amount of oats imported in 1918 was 43,947; in 1917, 191,756 bus.

Can Not Give Back the Screenings.

H. D. Irwin, second vice pres. of the Grain Corporation at Philadelphia, Pa., whose zone runs west to Indiana, in the last paragraph of his Bulletin No. 9 informs wheat handlers:

"You have no right to take in wheat, reclean it and then grade it, as in the recleaning you take out good wheat that you should pay for as wheat; and even if you give back the screening to the producer, you cannot force him to sell his wheat on recleaned basis."

Frank H. Tanner, sec'y of the Ohio Millers State Ass'n, criticises the foregoing ruling as follows: This will be very unwelcome news and orders to those millers who years ago, installed recleaning machinery, and have since been buying on a recleaned basis, believing it to be the only and true way to buy from the farmer, and which custom has been entirely satisfactory to the farmer in 90% of the cases. Recleaning the wheat avoids all question as to dockage and immediately gives the grade after cleaning, much more satisfactory to the farmer at least in the winter wheat territory. In the Northwest the dockage system has prevailed, and the farmer will have to be reeducated to that system of grading.

Ohio millers are heartily in accord with Mr. Tanner. The Northwestern Elevator & Mill Co. of Mt. Vernon, O., writes: We have for years been buying wheat in just the way you state in your letter, and it has been eminently satisfactory to the farmers, and it has seemed to us that whenever everyone is satisfied and happy, why do something to make them unhappy and dissatisfied.

Orrville Milling Co., Orrville. Nearly all of the millers went to the expense of installing cleaners and cleaning the wheat and do not like to see this plan go through. This practice is all right for the Northwest, but cannot possibly be used in the Central States.

The Ohio Department of Agriculture, says: "Heartily agree with you in every point you make in connection with this question. While there is no question but what a certain amount of low grade wheat is removed by the usual cleaning process that the dockage would not remove, the grade of the cleaned wheat is raised by the removal of this lowgrade wheat and under present conditions the price advanced accordingly. Of course, we are assuming that the screenings should be returned to the farmer, and when this is done no hardship occurs because the screenings can be used for feeding purposes upon the farm to better advantage than anywhere else along the line. It will also mean that very much of the low-grade wheat screenings will return to the farm upon the basis of actual feed value, instead of finding its way into mixed feeds and being purchased back by the farmer at a price often very much in advance of that which he received for his cleaned grain.

"It is our belief that if every grain buyer was equipped with cleaning machinery of adequate capacity to properly clean and handle his receipts and purchases upon actual grades based upon the cleaned wheat, dealers would be largely relieved of much of the necessary risk that they have been assuming under flat rate basis of purchases; and farmers producing grain of high quality would receive the premium they deserve."

Mr. Tanner makes the following most practical suggestion: That Bulletin No. 9 will be amended to read "You have the RIGHT to take in wheat, CLEAN IT, and give the farmer back the screenings, THEN GRADE THE WHEAT after it has been cleaned as its grade may then be, and pay for the cleaned wheat on that basis, and it is recommended that all buyers from the producers, SHALL INSTALL PROPER CLEANING MACHINERY, to enable them to do so, if they prefer." This would be complying with the RULE requiring purchases on Federal grades,

and eliminate a lot of red tape, and unnecessary labor in ascertaining dockage, which is an irritation to everybody concerned including the farmer.

Unreasonable Carload Minimum Rule.

The Interstate Commerce Commission has ruled against the Oregon Trunk Railway Co. and in favor of the Northern Grain & Warehouse Co., of Portland, Ore.

The defendants' tariff rule provided in connection with a rate on wheat in carloads from Culver, Ore., to Minneapolis, Minn., that when a car of 80,000 pounds capacity, the minimum under the said rate, was not furnished, the marked capacity of the car used, but not less than 60,000 pounds, would govern.

In its opinion the Commission said:

Complainant requested the Oregon Trunk Railway Co. to furnish an 80,000-pound capacity car. The car furnished had a marked capacity of 50,000 pounds. This was accepted and used, notation being made on the freight bill and B/L to the effect that an 80,000-pound capacity car had been ordered. Graduated minima were provided in connection with the 57.5-cent rate, the minimum on a 50,000-pound capacity car being 44,000 pounds. Defendants also published in the same tariff, for alternative application, a rate of 50 cents from and to the same points subject to the following rule:

"Rates in items making reference to this rule will be subject to carload minimum weight of 80,000 pounds, except that when cars of less than 80,000 pounds capacity are furnished minimum weight will be marked weight capacity of car used, but not less than 60,000 pounds."

The lowest per-car charge under this rate and rule was \$300. Complainant does not attack the measure of the rate charged or the minimum applicable thereto, its sole contention being that portion of the rule quoted which fixes the minimum weight in connection with the 50-cent rate at not less than 60,000 pounds, in cases where the carrier furnished a car of less capacity, is unreasonable.

Complainant states that it was prepared to load 80,000 pounds. It loaded less than 50,000 pounds. Complainant contends that as it was ready to load the minimum in connection with the 50-cent rate it is unreasonable to penalize it because the carrier did not furnish a car that would hold that minimum. Prior to Feb. 5, 1916, the rule quoted provided a minimum of 80,000 pounds, except that, when cars were loaded to capacity, actual weight would govern, but in no case less than 77,000 pounds. On that date the limitation was removed, so that if the carrier was unable to furnish an 80,000-pound car, the minimum in connection with the 50-cent rate was the marked capacity of the car furnished. The present rule became effective Sept. 25, 1916. Complainant contends that the rule in effect between Feb. 5 and Sept. 25, 1916, would be reasonable and proper for the future and seeks reparation upon that basis.

The establishment of the 60,000-pound limitation on Sept. 25, 1916, resulted in increased charges which the carriers have the burden of justifying. Their evidence was meager. They stated that the 57.5-cent rate was the established basis from and to the points named, and the 50-cent rate a concession conditioned upon heavy loading. This tends to support the reasonableness of the alternative arrangement, but affords no justification for the establishment on Sept. 25, 1916, of the 60,000-pound limitation in lieu of the previously existing rule basing the charges on the marked capacity of the car furnished. In this connection defendants' witness merely said that in his opinion the 60,000-pound limitation was not unreasonable in connection with the 50-cent rate.

We find that defendants have not justified the increased charges resulting from the amendment of the rule on Sept. 25, 1916, and that the rule as applied in connection with the transportation of wheat, in carloads, from Culver to Minneapolis was unreasonable to the extent that it provided for the assessing of charges on shipments in cars of less than 80,000 pounds capacity, furnished for the carrier's convenience, in excess of those that would have accrued upon the marked capacity of the car used, and that for the future so long as defendants maintain a flat minimum applicable in connection with a rate on this traffic from and to these points it will be unreasonable to provide for the assessing of charges on shipments in cars of a capacity less than the minimum furnished for the carrier's convenience, in excess of those that would accrue upon the marked capacity of the car used. We further find that complainant made the shipment as described and paid and bore the charges thereon; that it has been damaged to the extent that the charges paid exceeded those that would have accrued had the rule herein found reasonable been in effect; and that it is entitled to reparation in the sum of \$32.84, with interest.

Dalrymple New President Minneapolis 'Change.

William Dalrymple has succeeded C. M. Case as pres. of the Minneapolis Chamber of Commerce. His election was unanimous, being the only candidate nominated for the office. Mr. Dalrymple, who has been the first vice-pres. of the Exchange for the past year, is head of a grain commission firm. He entered the grain business in Duluth 23 years ago, starting in as a grain commission merchant, and has continued in the same line of work up to the present time.

Mr. Dalrymple established a branch office in Minneapolis sixteen years ago and five years later moved to Minneapolis to establish his headquarters. His directorship on the Chamber of Commerce extends over a period of seven years, during a period when he has been ever on the alert and working to better the organization of the exchange. A portrait of the new pres. is reproduced herewith.

Nov. 3 is the date set for a further hearing at Chicago, on the so called Johnson report on grain rates in the Northwest by the Interstate Commerce Commission. Commissioner Wooley will represent the commission at the hearing.

ANY GRADE OF CORN may be used by the distillers now; months ago they were restricted to No. 6 and sample grade. The distilling demand has been very light because the price of corn is too high to compete with molasses in this kind of manufacture.



Wm. Dalrymple, Minneapolis, Minn.
Pres. Chamber of Commerce.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

ILLINOIS.

Springfield, Ill., Oct. 7.—The week was unseasonably warm, averaging 10 degrees above the normal; heavy rainfall in the northern part of the State. Corn is drying nicely, but no general husking as yet; practically all beyond frost danger. Seeding of winter wheat progresses favorably and some is up; acreage is considerably less than last year. Soil in fine shape.—C. J. Root, U. S. Dept., of Agriculture Weather Bureau.

Chicago, Ill., Oct. 1.—Corn harvest progressing rapidly and in many instances completed. This crop is so well matured all over the country that even the northern most sections of the Dakotas this year have hard corn fit for seed purposes. There has been no frost to injure this crop and it is a good number of years since the crop was in so good a condition as it is this year. In many instances feeding of the new crop has commenced. Much wheat seeding has been done during the last week; plowing has made good progress in numerous states. It however is the concerted expression of reports that the wheat acreage will be decidedly smaller this year than it was in 1918.—American Steel & Wire.

Chicago, Ill., Oct. 2.—Last month was favorable for the ripening of corn over the entire belt, maturing two to three weeks earlier than usual and escaping danger of frost. August rains helped upper portion of belt. Fall plowing has been delayed over the dry area and less than usual amount of land has been prepared for winter seeding. The final reports on spring wheat give an average of 8.8 bus. per acre equalling the low record of 1916. The aggregate yield based on the government estimated acreage is 200,978,000, compared with 358,651,000 bus. final last year, when the yield per acre was 16 bus. Total wheat production this year is 916,000,000 or about the same as last year, but with much lower quality. Final report in December is likely to show some abandoned acreage of both spring and winter wheat and possible crop, around 900,000,000 bus. Oats crop will be small and will have low feeding value. Our returns make oats 28.5 bus. per acre, based on the government acreage a total crop of 1,208,522,000, compared with an average yield of 34.6 and total production of 1,538,359,000 last year. The quality of crop is very poor and figured on weight is the smallest crop in many years, compared with 2,579,000,000 last year. Corn crop indicated yield is 2,820,000,000 and fully matured. Condition is 79.6 or four-tenths lower than the government indications last month. There is a probability that the acreage will be revised downward at the final Dec. report. Texas is the one state to show a great production and the final report may give a total of 250,000,000 for that state.—P. S. Goodman, Clement, Curtis & Co.

IOWA.

Des Moines, Ia., Oct. 1.—Good rains put the soil in good condition for fall plowing and permitted winter wheat seeding which is being pushed rapidly, though late. The acreage will probably be reduced to a pre-war basis. Corn matured and dried rapidly during the dry weather. Husking of the early varieties has already begun in the northern half of the state. Cribbing will become general by October 10th to 15th, which is considerably earlier than usual. Light frost occurred in several northwest counties from the 22d to the 25th, and heavy frost on the 25th nipped the corn leaves.—U. S. Department of Agriculture, of Iowa Section.

KANSAS.

Carneiro, Kan., Sept. 30.—We have had 3 good rains the latter part of this month and the farmers are busy getting their wheat in.—John Terry, mgr., Ellsworth Mill & Elevator Co.

Hutchinson, Kan., Oct. 4.—For the most part it still continues dry in western Kansas, although some local rains have fallen. A comparatively small percentage of the wheat seeding planned has been done, and much of this has gone into soil that was not properly prepared. Estimates

of the probable wheat acreage tend to the belief that this section will have about two-thirds as much acreage as was seeded last fall. Little of the wheat has come up, although I was told last week that near Ingalls farmers are pasturing their fields. The condition of kafir, milo maize and cane seed continues excellent. Practically all of the grain will mature ahead of frosts and these crops should prove very good.—Cal.

Topeka, Kan., Sept. 29.—I have lately returned from a trip through the western part of Kan., on the main line of the U. P., and find that the heavy rains have practically ruined all of the wheat in the stack in Ellis, Trego, Gove and the eastern part of Logan counties. Not to exceed 35% of the wheat in the above named counties was threshed before this rain, amounting to 9 ins., and as a result of poor stacking, the stacks are wet to the bottom and it is the opinion of grain dealers, merchants and bankers in these counties that the grain is damaged to such an extent that it will not pay to thresh. In Trego county alone they estimate the damage at 750,000 bus.—E. J. Smiley, sec'y, Kansas Grain Dealers Ass'n.

MICHIGAN.

Lansing, Mich., Oct. 9.—Good rains during the last month have greatly improved seeding conditions and greatly benefited wheat and rye already sown. Grain sown prior to the rains is now coming along fine. In spite of extreme dryness corn is an excellent crop. Corn is a much better crop than any since 1910, notwithstanding the dry summer. The condition is 88% which is equivalent to 37 bus. per acre, or a total production of 63,159,000 bus. As 40% of the acreage is usually utilized for silage purposes, the net gain production is placed at 37,895,000 bus. The average yield of oats is 24.4 bus. per acre, giving a total production of 33,040,000 bus. which is the smallest production since 1907. Last year the yield was 40 bus. per acre, and the production, 66,320,000 bus. The average yield of winter wheat is 19.5 bus. as compared with 14.0 bus. last year and a 10-year average of 17.0 bus. per acre. The total production is estimated at 19,246,000 as compared with 10,010,000 last year. The average yield of spring wheat is 12.0 bus. per acre as compared with 18.1 bus. last year.—Co-operating Crop Reporting Service for Michigan.

MINNESOTA.

Hanska, Minn., Oct. 6.—Crops very, very poor around here; farmers will barely get seed back; grain of poor quality also. Corn will be our best crop; averaging 65 bus. to acre but it is not well matured as we have had no frost yet.—E. Helling.

MISSOURI.

Jefferson City, Mo., Oct. 10.—Corn shows a gain in condition. Missouri corn condition is 73% against 70% last month and a 10-year average of 67%, indicating 27.7 bus. per acre. Fully 80% is mature and safe from frost. Cribbing can begin earlier than usual. No frost damage has occurred yet to the late corn and another week will see practically all the crop matured. Yields run 32 to 35 bus. in the northern third, 24 to 27 in the middle and southeast section and 14 in the southwest where there is a near failure in many localities, and 20 in the south central. Corn cutting and silo filling are nearly finished. Late corn of the north third ripened fast early in Sept. at the expense of yield. The crop has gained 2,532,000 bus. during Sept. and now indicates a total yield of 159,671,000 bus. against 27,999,000 bus. last year. Oats yield 27 bus. per acre, total 36,259,000 bus. against 44,196,000 bus. last year. Quality 85% agrees with 10-year average. Spring wheat yielded 8½ bus. per acre with the low quality of 66%; barley 30 bus. and 80% quality. Wheat seeding for 1919 is later than in recent years because of the drouth in August preventing plowing. Threshing very slow and some labor deficiencies prevented plowing until after the late rains. Only about 25% of the expected acreage of wheat was sown on Oct. 1, with the largest amount in northeast and central sections and a much smaller in the southern third. Indications now are for a seeding of 80% of last year, or 3,394,000 acres, against 4,243,000 acres of 1918 with final returns possibly a million less. The uncertainty of conditions and farm labor together with a desire to return to former cropping systems causes farmers to seed less or cut out the crop altogether. Seeding of rye will be about 90% that of last year. Chinch bugs are plentiful in Lewis, Pike, Henry, St. Clair, Phelps, Jefferson, St. Charles, McDonald and Cape Girardeau and with some Hessian fly in Webster.

Early sown coming up to good stand. Gen. conditions are good; farm work active; soil good shape and labor situation slowly steady.—E. A. Logan and Jewel Mayes, U. S. Bureau of Crop Estimates and State Board of Agriculture.

NORTH DAKOTA.

Fairmount, N. D., Sept. 27.—Crops are poor. Wheat average 10 bus., 53 lb. wheat. No crop for market, very little barley but corn good quality.—Turbak Bros.

PENNSYLVANIA.

New Castle, Pa., Oct. 4.—Conditions in the vicinity point to a bumper corn crop; wheat warm, only slight frost.—The Hamilton Co.

TEXAS.

Shattuck, Tex., Oct. 1.—Fair yield of wheat. Kafir acreage not large but we will have considerable of a crop.—D. C. Ewing, Shattuck Grain & Cotton Gin Co.

WASHINGTON.

Seattle, Wash., Sept. 22.—Wheat, barley, and oats seem to be plentiful and even more so than for several years past. The market is very active and the farmers feel inclined to sell.—J. A. Boyce, sec'y, Woodruff-Boyce Seed Co.

Medical Lake, Wash., Oct. 2.—Our wheat above expectation in yield and quality notwithstanding the dry season we had this summer the average yield is 18 to 20 bus. per acre.—W. Goldback, sec'y, Medical Lake Grain Milling Co.

WYOMING.

Cheyenne, Wyo., Oct. 5.—Crops very light this year in this county.—D. A. Evans, pres., Farmers Mutual Elevator Co.

Buckwheat Crop Reports.

Fairchild, Wis., Oct. 4.—The acreage devoted to buckwheat in this section is less than 1 year but the yield is better. The quality good.—Foster Lbr. Co.

Cadillac, Mich., Oct. 9.—The acreage of buckwheat in this vicinity is much less than a year ago. The yield per acre also seems smaller than usual.—Harris Milling Co.

West Branch, Mich., Oct. 1.—Buckwheat about 40% of the normal acreage. The crop very light owing to drouth and heat. Farmers are inclined to cut the acreage.—Edw. E. Evans.

Lena, Wis., Oct. 9.—The crop of buckwheat a little larger than last year both in yield and acreage. The quality is good and the farmers are increasing the acreage devoted to it a little every year.—J. N. Bassett.

Dresden, N. Y., Oct. 1.—This is not a buckwheat section, however, the crop for 1919 is good. The buckwheat got ripe this year. They may thresh 2,000 bus. in this section. The crop did not get ripe because of the frost.—W. F. Birkett.

Adamson, Pa., Oct. 4.—Buckwheat threshing is just starting. A fair to good yield per acre is expected. Acreage not so large as last year but up to the ten year average. Grain full of good quality if we get good weather at threshing.—Stanley S. McCurdy.

Titusville, Pa., Oct. 1.—The buckwheat crop in this section looks very good. While practically all of it has been cut, none has yet been threshed, so we do not know how it will yield but it seems to be well filled and should make a good turnout.—Kerr Milling Co.

Hingham, Wis., Oct. 3.—The acreage of buckwheat is considerably less than last year due to very dry weather during the time of sowing. The quality is fair but only of a 75% average yield. Our buckwheat crop generally follows crop of peas grown for the pea canning packet.—J. H. Huyek.

Lansing, Mich.—The condition of buckwheat in Michigan is 75% and represents a total production of 759,000 bus. from 52,000 acres. The yield last year from 78,000 acres was 780,000 bus. So far 689 acres have been threshed with a yield of approximately 11.06 bus. per acre.—Mich. Co-op. Crop Reporting Service.

Coshooton, N. Y., Oct. 1.—The buckwheat acreage the country over, from exhaustive inquiry from about five hundred correspondents is about 85% of the normal. The crop matured in good shape in almost every locality. Two or three places report damage from grasshoppers and one or two report damage from dry weather. On the whole, it is expected that the yield will be fully up to the average. The quality

[Continued to page 634.]

Government Crop Report.

Washington, Oct. 8.—The crop Reporting Board of the Bureau of Crop Estimates makes the following estimates from the reports of its correspondents:

| | Oct. 1, 1919, indications. | Change since estimate, Sept. 1, 1918. | Dec. 1918. |
|--------------------|----------------------------|---------------------------------------|------------|
| Winter wheat | bus. 715,301 | — | 558,449 |
| Spring wheat | bus. 203,170 | — 4,879 | 358,651 |
| Wheat | bus. 918,471 | — 4,879 | 917,100 |
| Barley | bus. 2,900,511 | + 42,819 | 2,582,814 |
| Oats | bus. 1,219,521 | — 5,294 | 1,538,359 |
| Hay | bus. 198,298 | + 3,001 | 256,375 |
| Flax | bus. 84,552 | — | 90,183 |
| Wheat | bus. 17,990 | + 802 | 17,182 |
| Barley | bus. 10,652 | + 457 | 14,657 |
| Oats | bus. 44,261 | — 122 | 40,424 |
| Y (tame) | tons 86,723 | — | 76,069 |
| Y (wild) | tons 16,821 | — | 14,374 |
| Flax | bus. 127,053 | — 2,456 | 66,396 |
| Hay | bus. 12,690 | + 1,327 | 17,437 |

CORN.

| Condition | Oct. 1, 1919. | *Forecast 1919. | From Sept. 1, 1918. | *Dec. est., 1918. |
|-----------|---------------|-----------------|---------------------|-------------------|
| Rate. | 1919. | av. condition. | condition. | 1918. |
| W. | 82 | 73.371 | 71.889 | 62,400 |
| Y. | 82 | 48.298 | 48.587 | 56,000 |
| C. | 79 | 58.034 | 58.769 | 64,365 |
| O. | 79 | 64.729 | 66.367 | 68,850 |
| B. | 82 | 158.492 | 155.012 | 133,200 |
| S. | 82 | 176.106 | 167.247 | 169,554 |
| L. | 78 | 298.996 | 294.640 | 361,450 |
| H. | 88 | 76.091 | 61.631 | 48,300 |
| Se. | 97 | 77.678 | 74.347 | 69,533 |
| U. | 82 | 118.503 | 111.865 | 110,000 |
| A. | 90 | 414.112 | 409.511 | 375,624 |
| D. | 73 | 159.671 | 157.139 | 133,860 |
| W. | 81 | 102.903 | 97.056 | 108,188 |
| M. | 72 | 169.974 | 172.402 | 123,086 |
| N. | 45 | 65.652 | 67.562 | 43,523 |
| U. | 73 | 81.875 | 79.682 | 93,600 |
| S. | 81 | 76.492 | 75.473 | 84,000 |
| L. | 77 | 69.254 | 70.153 | 67,686 |
| H. | 67 | 60.831 | 61.341 | 66,300 |
| Se. | 68 | 31.746 | 34.438 | 29,600 |
| U. | 102 | 204.947 | 201.287 | 69,000 |
| A. | 73 | 67.627 | 65.774 | 24,375 |
| D. | 63 | 46.911 | 48.355 | 35,100 |
| S. | 81.3 | 74.1 | 2,900,511 | 2,857,692 |
| U. | | | | 2,582,814 |

FLAXSEED.

| Rate. | 1919. | 1918. | 1919. | 1918. |
|-------|-------|-------|--------|--------|
| W. | 82 | 79 | 2,932 | 2,812 |
| Y. | 53 | 71 | 4,990 | 4,944 |
| C. | 85 | 78 | 1,361 | 1,281 |
| O. | 20 | 72 | 1,047 | 853 |
| S. | 52.6 | 73.0 | 10,652 | 10,195 |
| U. | | | | 14,657 |

OATS.

| Rate. | 1919. | 1918. | 1919. | 1918. |
|-------|-------|-------|-----------|-----------|
| W. | 25.5 | 33.0 | 27,310 | 51,660 |
| Y. | 31.0 | 32.7 | 36,766 | 47,190 |
| C. | 33.5 | 36.4 | 53,667 | 79,200 |
| O. | 32.0 | 33.9 | 59,616 | 85,050 |
| B. | 29.0 | 37.9 | 118,958 | 198,352 |
| H. | 24.4 | 34.0 | 38,040 | 66,320 |
| U. | 33.0 | 37.0 | 77,220 | 110,162 |
| N. | 27.0 | 34.6 | 88,614 | 134,562 |
| A. | 34.0 | 36.8 | 180,268 | 229,572 |
| D. | 27.0 | 27.1 | 38,259 | 44,196 |
| W. | 15.5 | 25.8 | 40,316 | 60,512 |
| M. | 29.0 | 29.4 | 60,755 | 84,240 |
| L. | 33.0 | 27.8 | 75,999 | 56,188 |
| S. | 28.0 | 26.4 | 44,072 | 51,238 |
| S. | 28.9 | 32.2 | 1,219,521 | 1,538,359 |

SPRING WHEAT.

| Rate. | 1919. | 1918. | 1919. | 1918. |
|-------|-------|-------|---------|---------|
| W. | 9.0 | 14.8 | 34,245 | 78,330 |
| Y. | 6.9 | 11.1 | 50,398 | 101,010 |
| C. | 8.0 | 11.9 | 30,368 | 69,350 |
| O. | 5.2 | 20.4 | 7,894 | 17,250 |
| U. | 14.0 | 18.1 | 22,554 | 17,005 |
| S. | 9.0 | 13.4 | 203,170 | 358,651 |

Exports of Grain Weekly.
Bus., 000 Omitted.

| | Wheat. | Corn. | Oats. |
|--------|--------|--------|--------|
| 19-20. | 18-19. | 18-19. | 18-19. |
| 5. | 1,504 | 539 | 20 |
| 12. | 3,851 | 382 | 23 |
| 19. | 3,393 | 144 | 93 |
| 26. | 1,112 | 41 | 45 |
| 3. | 3,067 | 543 | 9 |
| 10. | 3,651 | 1,419 | 74 |
| 18. | 2,620 | 1,809 | 44 |
| 23. | 4,445 | 3,504 | 67 |
| 30. | 6,072 | 2,938 | 264 |
| 6. | 3,848 | 3,452 | 118 |
| 13. | 7,475 | 3,730 | 42 |
| 20. | 6,343 | 4,400 | 148 |
| 27. | 4,690 | 5,088 | 29 |
| 4. | 5,917 | 5,532 | 33 |

al since
1,18 255,563 153,098 10 428 37,056 113,361 158,000

Barley Movement in September.

Receipts and shipments of barley at the various markets during September, compared with September, 1918, were as follows:

| | Receipts | Shipments |
|--------------|-----------|-----------|
| | 1919. | 1918. |
| Baltimore | 32,624 | 5,252 |
| Chicago | 1,376,000 | 1,183,000 |
| Cincinnati | 70,000 | — |
| Indianapolis | 20,000 | — |
| Minneapolis | 1,754,630 | 4,508,710 |
| Kansas City | 154,000 | 180,000 |
| Omaha | 72,000 | 502,200 |
| New Orleans | — | 2,196,316 |
| St. Louis | 131,200 | 64,000 |
| Toledo | 7,200 | 6,000 |
| New York | 491,375 | — |
| Winnipeg | 1,487,700 | 962,000 |
| Philadelphia | 31,078 | 5,000 |
| Milwaukee | 1,299,390 | 881,280 |

Rye Movement in September.

Receipts and shipments of rye at the various markets during September, compared with September, 1918, were as follows:

| | Receipts | Shipments |
|--------------|-----------|-----------|
| | 1919. | 1918. |
| Baltimore | 26,179 | 29,756 |
| Chicago | 327,000 | 612,000 |
| Cincinnati | 75,900 | 12,100 |
| Indianapolis | 53,750 | 66,250 |
| Minneapolis | 1,203,330 | 2,395,570 |
| Kansas City | 49,500 | 44,000 |
| Omaha | 104,500 | 44,000 |
| New York | 136,250 | — |
| St. Louis | 79,537 | 50,100 |
| Toledo | 250,800 | 42,000 |
| Winnipeg | 415,800 | 106,000 |
| Philadelphia | 99,297 | 189,354 |
| Milwaukee | 354,350 | 191,925 |

Oats Movement in September.

Receipts and shipments of oats at the various markets during September, compared with September, 1918, were as follows:

| | Receipts | Shipments |
|--------------|-----------|------------|
| | 1919. | 1918. |
| Baltimore | 833,388 | 574,099 |
| Chicago | 8,940,000 | 11,417,000 |
| Cincinnati | 321,600 | 526,400 |
| Indianapolis | 1,299,600 | 1,587,800 |
| Minneapolis | 2,465,110 | 5,764,430 |
| Kansas City | 622,200 | 3,065,100 |
| Omaha | 1,186,000 | 3,060,000 |
| Philadelphia | 803,845 | 785,028 |
| Little Rock | 156,000 | 225,000 |
| New Orleans | — | 573,365 |
| St. Louis | 2,695,000 | 2,375,045 |
| Toledo | 868,950 | 1,048,450 |
| Wichita | 5,000 | 132,000 |
| Winnipeg | 3,516,300 | 331,500 |
| New York | 2,254,400 | — |
| Milwaukee | 3,194,550 | 3,774,400 |

Corn Movement in September.

Receipts and shipments of corn at the various markets during September, compared with September, 1918, were as follows:

| | Receipts | Shipments |
|--------------|-----------|-----------|
| | 1919. | 1918. |
| Baltimore | 82,469 | 146,620 |
| Chicago | 7,554,000 | 9,530,000 |
| Cincinnati | 235,400 | 295,900 |
| Indianapolis | 1,143,750 | 1,938,750 |
| Minneapolis | 277,657 | 1,098,830 |
| Kansas City | 357,500 | 1,425,000 |
| Omaha | 893,200 | 2,546,400 |
| Little Rock | 60,000 | 97,000 |
| Philadelphia | 48,085 | 20,442 |
| St. Louis | 1,162,317 | 1,483,851 |
| Toledo | 67,500 | 204,300 |
| Wichita | 25,000 | 403,200 |
| New York | 11,200 | — |
| New Orleans | — | 79,410 |
| Milwaukee | 1,551,550 | 628,460 |

Wheat Movement in September.

Receipts and shipments of wheat at the various markets during September, compared with September, 1918, were as follows:

| | Receipts | Shipments |
|---------------|------------|------------|
| | 1919. | 1918. |
| Baltimore | 4,075,941 | 3,234,802 |
| Chicago | 20,218,000 | 14,872,000 |
| Cincinnati | 613,750 | 430,000 |
| San Francisco | 130,502 | 327,705 |
| Indianapolis | 772,500 | 416,250 |
| Minneapolis | 15,661,170 | 18,712,640 |
| Kansas City | 10,180,500 | 6,897,150 |
| Omaha | 4,521,600 | 2,772,000 |
| Galveston | — | — |
| Little Rock | 10,000 | 6,000 |
| Philadelphia | 5,253,259 | 3,284,174 |
| St. Louis | 7,572,911 | 5,744,215 |
| Toledo | 1,966,600 | 616,000 |
| Wichita | 2,052,000 | 309,600 |
| Winnipeg | 20,970,000 | 10,130,750 |
| New York | 8,477,400 | — |
| New Orleans | — | 5,398,606 |
| Milwaukee | 2,355,320 | 3,429,400 |

THE NORWEGIAN STEAMER, Sif, was totally wrecked off the coast of Uttvaer on the night of Sept. 3. The crew was saved but the cargo, 5,000 tons of wheat, Rosario to Bergen, was lost.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

KANSAS.

Kanona, Kan., Sept. 25.—Very little wheat moving on account lack of cars. Only one car shipped in 30 days; thousands of bus. on ground; elvtrs. all full.—J. A. Stimson.

Hutchinson, Kan., Oct. 4.—There is practically no movement of grain from farms to country elevators because the grain dealers can get no cars to move their stocks to terminal markets or interior mills. The mills themselves are working under great difficulties, and in some cases have been forced to shut down because of the car shortage. The manager of one of the largest mills in the Southwest told me that he had received from railroads only 3 empty cars for flour loading in 40 days. The other cars that he loaded out were obtained by unloading wheat. This condition is placing a heavy burden not only on the grain trade and milling industry, but upon the farmers and bankers as well.—Cal.

MICHIGAN.

Lansing, Mich., Oct. 9.—The amount of grain threshed as reported by threshermen up to and including Sept. 20 is as follows: Winter wheat, 745,231 acres, 15,113,393 bus.; spring wheat, 60,313 acres, 689,025 bus.; rye, 738,476 acres, 9,963,673 bus.; oats, 916,970 acres, 22,384,095 bus.; spelt, 7,350 acres, 129,925 bus.; barley, 178,319 acres, 3,037,393 bus. The number of bus. of wheat marketed during Sept. was 2,009,000; 17 mills and elvtrs. reported no wheat purchased during the month. The total amount marketed since August 1 is 3,759,000 bus.—Co-operative Crop Reporting Service of Michigan.

MISSOURI.

Kansas City, Mo., Oct. 1.—A limited embargo was put on wheat shipments, Sept. 27, for an indefinite length of time. The embargo is the outcome of the shortage of cars and motive power and can not be lifted until some drastic action is taken in this direction. The railroads will permit only 135 cars to be received daily and will re-employ the blanket permit system in the country.

Kansas City, Mo., Oct. 7.—Wheat receipts from farms for the week ending Sept. 24, were 25,830,000 bus. against 31,690,000 bus. same week year ago. Wheat receipts from farms previous week 28,858,000 bus. against 34,955,000 bus. previous week year ago. Wheat receipts from farms June 27th to Sept. 26th 451,199,000 bus. against 412,980,000 bus. same period year ago. Total stocks wheat all elvtrs. and mills 271,852,000 bus. against 243,329,000 bus. same week year ago. Total stocks wheat all elvtrs. and mills previous week 264,779,000 bus. against 220,560,000 bus. previous week year ago. The change for week is an increase of 7,073,000 bus. against increase of 22,769,000 bus. last year.—D. F. Piazzek, 2d vice-pres., United States Grain Corporation.

OHIO.

Cleveland, O., Oct. 2.—Another boat load of wheat was unloaded for storage for the government by the Cleveland Grain Co. Tippecanoe, O., Sept. 28.—Wheat moving lively; 5 car loads shipped this month.—F.

TEXAS.

Shattuck, Tex., Oct. 1.—Wheat slow in moving on account of car shortage.—D. C. Ewing, pres., Shattuck Grain & Cotton Gin Co.

THE FIRST COMPLETE CARGO of California rice ever shipped to Europe was recently shipped by Rosenberg Bros. & Co., of San Francisco. The cargo contained 80,000 pockets of rice and rice flour.

A BILL INCREASING the amount that national banks can loan on bills of lading and sight drafts was passed in the senate Oct. 2. Under this bill 25% may be loaned instead of 10%.

Why Elevators Explode

Clean Elevator Ahead of Other Work.

Grain Dealers Journal: Superintendents of elevators must keep their elevators clean and free from dust. Leg wells must be kept clean. The Supt. must superintend the cleaning of his elevator, remove all dust and dirt away from building. Keep elevator clean ahead of other work.—Omaha Elevator Co., R. B. Laird, Supt., Council Bluffs, Ia.

Cleans Elevator Daily.

Grain Dealers Journal: We are making a special effort to keep our house reasonably clean. We have a night watchman whose only business is to make his rounds every hour, and in the meantime clean up the house. This is done every night. Farther than this we don't know of anything that can be made to eliminate the dust feature.—The Dwyer Elevator Co. Ltd., by Irving Dahannan, Fort William, Ont.

Must Keep Elevator Free from Dust.

Grain Dealers Journal: Regarding grain dust explosions and preventive measures I would say that the rule "Eternal Vigilance is the Price of Safety" is the thing to go by.

The methods adopted to reduce the hazard of dust explosions are in seeing that no dust is allowed to accumulate—no open lights, no smoking, immediate investigation of any hot bearings or friction of any kind. Vigilance on the part of all employees of elevator will reduce to a minimum the hazard.

Tests made by the U. S. Department of Agriculture, and the U. S. Grain Corporation, show that the elevator dust when brought in contact with a spark or fire will cause an explosion, and the only safeguard is being free from dust. The above elevator has been in constant operation nearly 30 years, and by strictly observing rules of safety, no trouble has occurred.—F. C. Gysen, Superintendent, New York Central Elevator "A" New York City.

Perfect Ventilation a Safety Precaution.

Grain Dealers Journal: It is difficult to tell exactly what happens when grain dust explodes and blows up a grain elevator. It is generally difficult to secure any direct evidence. The general cause of explosions may be stated however to be the ignition in some manner of the dust suspended in the air in some confined area in a building.

The best way to reduce risk of explosion is to take all steps practicable to keep the air as free from dust as possible, and to arrange sufficient ventilation for all parts of the plant so that a free circulation of air is obtained at all times.

The ignition of dust with the consequent generation of the gases from combustion, would not necessarily prove disastrous if free outlets for the air are provided so that it would be impossible for the generation of the before mentioned gases to increase the pressure inside the portions of the building where the ignition occurred.

We believe that plenty of window space, with ventilators in windows kept open during all working hours is a very good safety precaution. The further ventilation of the plant by special ventilators would depend on the requirements as they might appear in various designs of houses.

In the plants recently constructed by this company, the features of keeping as much dust

out of the air as possible, and ventilating all confined areas has been kept in mind and we feel that plants where this is done are reasonably safe from this hazard.—Monarch Engineering Co., H. R. Wait, Pres., Buffalo, N. Y.

Keep Dust in the Grain

Grain Dealers Journal: There is only one thing to be done to prevent grain dust explosions and that only. That is to keep the house clean. This does not mean only to keep the floors clean, but to keep the walls clear of dust and particularly the ledges, of which there are many in steel frame elevators on which the dust lodges. All these ledges should be cleaned frequently. In my mind the concrete cupola construction is very much less hazardous from dust explosions than is the steel frame, for the simple reason that the concrete gives practically no ledges for the dust to collect upon.

Another thing that can be done to prevent dust from spreading over the house is to run all spouts with what is called choke feed; in other words not to allow the grain to fall through the air, which always tends to allow the dust to escape. Make all grain spouts air tight where possible, and all loaders inclosed as much as possible.—James Stewart & Co. Inc. W. R. Sinks, Mgr., Chicago, Ill.

Favors Removal of Dust at All Points.

Grain Dealers Journal: In reference to the recent destruction of several large Terminal Elevators by dust explosion, would say there is but one way to prevent dust explosion in a grain elevator, and that is, to keep it absolutely clean. It has been a mistaken idea that a grain elevator must of necessity, considering the nature of the business, be dirty.

During my twenty-six years experience in grain elevators it has been my chief aim and effort to keep the elevators clean, not only to prevent dust explosion, but to make it more agreeable for the working force. It is out of the question to think that a man working in a dirty, dusty elevator can take the same interest in his work that he would in an elevator that is equipped with an efficient dust collecting system and kept clean. It is also certain that in the mind of this man there is but one desire, and that is, to get out of the dust as soon as he can.

In view of the recent heavy loss of life and property there should be hardly any limit to the effort made in installing an efficient dust collecting system in all parts of the elevators, including scales, hoppers and garners.

Many of the Exchanges throughout the country have prohibited the use of dust collecting system in scales or garners or wherever there is the slightest chance of taking dust out of the grain before being weighed. This is entirely wrong, for the reason that a properly installed dust collecting system will not take any more dust from the grain in handling than would be lost through vents provided to release air pressure from scales and garners.

This same principle applies throughout the entire plant, and it is far better to handle the grain through closed channels than through open channels where the dust can escape in even greater quantity.

The Public Grain Elevator, New Orleans, is an example of what can be done in controlling this dust hazard, and we make the claim without fear of any contradiction whatever, we have the cleanest elevator in the world, and there is no reason whatever why

all elevators could not be equally as clean if the proper effort was made.—C. F. Ford, Supt., Public Grain Elevator, New Orleans, La.

Keeps Clean Even Tho Machine Must Be Stopped.

Grain Dealers Journal: The recent dust explosion in the Murray Elevator at Las Vegas City should be an object lesson to all elevators of grain handling plants.

Our experience in calamities known as dust explosions is exceedingly limited, but each study of the cause convinces us that the best prevention is cleanliness. In our elevators we even stop operation at the expense of unloading grain in order to give a thorough cleaning to our premises.—Texas Star Flour Co., W. A. Barlow, Manager Grain Dept., Fort Worth, Tex.

Explosions Possible Where There is Dust.

Grain Dealers Journal: To date we never had an explosion of any kind in our plant, tho we have always been very fearful of a dust explosion in any plant, especially in elevators. Wherever grain is being handled there is bound to be dust and lots of it, and wherever there is dust there is a possibility of an explosion.

We have always tried to do two things with our elevator heads—first, to clean them away at least once a day, and second, to see that there are windows on the floor open so that an explosion would have plenty of chance to spend itself thru the windows rather than against the walls of the structure. The chief trouble of course is that there are times when the elevator is busy and your men are probably working overtime, and they do not use proper precaution in the cleaning and this may have had something to do with the Kansas City explosion.

We would like very much ourselves to have in some kind of system that would absolutely eliminate the possibility of explosions, but there is such a system on the market at the present time, we do not know of it, and we are glad to have any information on the subject.—M. C. Peters Mill Co., Omaha, Neb.

Glad to Have Dust Removed Grain Is Weighed.

The Grain Dealers Journal: In your 25th number Page 522 appears an article headed "The Fifth Dust Explosion." This is to some extent to the recent explosion at the Canadian Government Elevator at Port Colborne.

On Page 523 appears the following comment: "In some plants the dust is blown out of the elevator heads by suction, and all elevator heads at the Port Colborne Elevator were equipped with a dust collecting system for the purpose of removing the dust." The government officials insisted that the dust be removed by the shippers and instructed the Superintendent to leave it in the grain.

It might be inferred from this statement that the Canadian Government officials would appear to mean the Board of Commissioners had prohibited the use of dust collecting appliances in the elevator concerned. This is not correct. The Board did not prohibit the installation or operation of dust collecting appliances in any elevator.

The Board has always taken the stand that no suction or other dust collecting machine should be applied to the grain before it reaches the scales, but after being weighed the elevator operators are at liberty to use dust collecting appliances, and the Board is very pleased to see such appliances installed in order to remove the hazard of explosion from grain dust in all elevators. Very truly R. Hetherington, Sec'y Fort Colborne, Ont.

Practical Suggestions for Reducing the Dust Hazard.

Grain Dealers Journal: I cannot undertell of the numerous causes of fires and dust explosions in grain elevators but I mention a few of the most dangerous.

Electrical switches and extension cords, motors, matches carried in pockets of employees, accumulation of dust in corners, bins and upon timbers, dirty oily bridge and boxes, head and boot pulleys out of level, accumulation of dust under pulley, grinding machines without mag-open sinks, that is where locomotives are permitted to pass over them. My advice as remedy for the above hazardous causes are as follows:

1 switch boxes should be kept clean and provided with doors they should be kept closed.

It is probable that often when extension cords become defective with exposed wires they are wrapped with tape by some of the employees. It is also probable that electric light globes on these cords are unproductive. It is the belief of the writer that extension cords are one of the most dangerous appliances used around an elevator as very often they are used in sounding sweeping bins. An exposed wire or the string of a globe inside of a dusty bin, might cause an explosion, and I repeat again that this is the most dangerous place around a plant, and should never be fired, but replaced by a new cord.

motors should be kept clean and not allowed to become clogged up with dirt.

Matches should be and I believe is understood by employees that no matches are to be carried in their pockets while on duty. Every foreman should see that all employees do understand this rule and at the same time see that it is observed.

Employees should believe that the steel lockers or cabinets for hanging the street clothes of the employees is one of the absolute necessities and a grain plant of any kind. It is just necessary to have a sweeping and cleaning as it is to have a weighing and unloading. Every elevator foreman should be proud of his clean house when his day's work is done as he is of his day's receipts and deliveries.

Bridge trees and boxes should be kept clean free of that oily, soggy muck-like deposit is always found on uncared for boxes and bridge trees. It is not a rare thing to find an elevator belt running to one side of the pulley rubbing the side of the leg head, caused by the pulley being out of line.

It should be the practice of the oiler or the millwright to inspect these elevator heads at least once a day. All elevator heads should have a drop door underneath the head pulley in order that dust can be removed and allowed to accumulate and pack against the pulley. I leave my drop doors open though they make a deposit of dirt on the floor, better there than against the head pulley. I have a man sweeper to take care of it. Grinding machines should be protected with magnets. All open sinks, where locomotives are permitted to pass over them should have a lid and be closed at night or any time a locomotive is to pass over same.

Elevator and mill employees should be well posted as to the hazard of dust explosions, as the Department of Agriculture for the past two years made an extensive campaign throughout the United States making demonstrations as to the cause of dust explosions, and the necessity of keeping elevators and mills as free from dust as possible.

It seems from the number of dust explosions that have happened in elevators recently that elevator men should put on our overalls and make an occasional inspection of our plants from basement to elevator head.—A. B.

Parker, Supt. Union Elevator Co., Memphis, Tenn.

Taking Every Precaution.

Grain Dealers Journal: We are very happy to say that as yet we have had no experience with dust explosions. We realize, however, that wherever wheat is handled in bulk, there is danger of these explosions, and they usually result in serious property damage and loss of life. In the handling of wheat in our elevator, we are taking every precaution to prevent possibility of explosions by the use of very complete suction systems and modern dust collectors. With all of these precautions, however, we are aware that there is danger of explosions.—Yours truly, J. D. Armstrong, Mgr. Sperry Tacoma Mills, Tacoma, Wash.

Fire in Dust Collector But No Explosion.

Grain Dealers Journal: With one exception, we have not had to contend with any explosions of grain dust.

Shortly after our mill was completed, we had a rather serious fire caused by a spark from the Attrition Mill being carried through our dust pipe to a stocking dust collector, which destroyed the dust machine completely, but, we are thankful to say, the fire was confined to that machine and did not spread, notwithstanding the fact that the floor on which this machine was located was heavily covered with dust.

We are of the opinion that we have overcome any repetition of this nature by blowing all dust from our cleaners and grinders to a dust vault with an outside opening.

We have a rule in our mill that a certain number of windows on each floor must, at all times, be kept open so as to give a free circulation of air. This also applies to our elevator.—Canadian Feed Manufacturing Co., Fort William, Ont.

Fire Proof Elevators Should Be Well Ventilated.

Grain Dealers Journal: The writer has been operating elevators for a great many years, largely wooden structures or so-called cribbed elevators. I was unfortunate in that one was destroyed by fire traceable to poor insulation of electric wires, but I have never traced any fire to an accumulation of dust. For this I have placed in an out-of-the-way shed some barley and malt dust mixed and left it there for six to nine months without it becoming heated.

I have, however, noticed when gaining admission to fire-proof elevators which were practically sealed up over night quite foul air which I trace to gasses emitted from the grain—a feature very possible when one considers that there is no escape of such air as in a wooden structure. I therefore feel that all fire-proof elevators should be ventilated and this includes particularly the storage bins for we all realize very positively that if grain contains a little over a normal percentage of moisture it becomes heated very quickly and consequently produces the dangerous gasses, and those gases without question are the dangerous ones when brought in contact with any exposed wires or sparks.—Elevator Operator.

WE HOPE THAT THE RAILROAD situation will soon be such that business can resume normal movement and we will not be tied up with the lack of cars in so many directions.—Lederer Bros., Baltimore, Md.

THE U. S. DESTROYER Laub arrived in New York Oct. 6 from Antwerp with \$5,125,000 in German gold as the first payment for the \$158,000,000 worth of food and supplies sold to the German government. The arrangement was made by Mr. Hoover when he was in Berlin.

Inquest on Murray Elevator Explosion Dead.

The coroner's jury at Kansas City, Mo., after its inquest into the deaths of the victims of the explosion at the Murray Elevator, which was described in the Journal Sept. 25, returned a verdict that:

"The cause of the explosion is to this jury unknown. We further find that no one is criminally liable."

This finding was made on the eight who died in Kansas City hospitals. Six others were dug out of the ruins and their manner of death was passed upon by a jury in Clay County, Kansas, which made an identical finding.

The only living person who saw the explosion start is Chas. Tate, a negro, whose statement was published in the Journal page 530; but he is so badly burned he could not be subpoenaed to testify before the jury.

Questioned by the attorney of the coroner, David J. Price, government expert in dust explosion, stated he had not formed an opinion.

J. O. Reed, government inspector, said "The elevator was in a strikingly worse condition than others I have seen with regard to accumulated dust."

Reed said that he found only one sweeper at work, and that he had "recommended to Superintendent Jackson that he employ more sweepers."

The fact is that two men were employed constantly sweeping.

Geo. W. Jackson, superintendent, was not at the elevator at the time of the explosion. He said, At 11 o'clock Saturday morning I personally inspected the elevator and complimented my men on their work of cleaning up the collections of grain dust. However, I also told my men to remove the cobwebs from the ceilings. But generally speaking, I found everything in as good shape in the elevator as I have seen in many a day. We always were cleaning up at the elevator.

About the first of the month Reed came to the elevator to make an inspection. I told the millwright to show Reed about the place. I apologized to Reed because our fan, which clears the atmosphere, was broken, thus necessitating a cessation of the cleaning work until the fan could be repaired. I told Reed to mention in his official report about the broken fan. Reed, after he made the inspection tour, left the elevator, returning Friday. He then said the elevator was clean, but things could be cleaner. Reed then demonstrated to me the explosive properties of grain dust.

J. L. Emery, of Liberty, Mo., an employee of the company, testified a general cleanup was made about once a week, altho two or three men were employed constantly to clean the plant.

Employees of the elevator testified unanimously that a special cleanup was in progress when the explosion occurred.

Christopher West, an office employee, told the coroner he had been in the basement a short time before the blast and that the basement was in a clean condition.

No insurance was carried on 261,000 bus. of wheat held in store by the United States Grain Corporation. The loss is estimated at one per cent on the grain in the tanks and 15 per cent on the grain in the working house. About 100,000 bus. of wheat has been removed by means of temporary legs set up on two sides of the house, and a decision as to repairs or rebuilding will be made after the tanks are emptied to permit an inspection of the interior. The plant is so badly damaged it will not be put into service again this season.

ANTHRACITE mine operators of Pennsylvania are preparing a test suit to determine whether or not the United States government is liable for damages to mine operators and others due to enforcement of fuel administration regulations that caused loss to the trade.

Country Elevator Accounting--I

Some Essentials of Double Entry Bookkeeping

By C. A. Lovell

Bookkeeping has been variously called a science and an art, and undoubtedly it partakes of the nature of both, but to the man who has books to keep, and who is just a little unfamiliar with some of the fundamental principles of accounting it is pure work and nothing else. Any system of bookkeeping that portrays accurately the condition of the business upon which it is being used may be said to be satisfactory, but the one which gives the most complete record with the expenditure of the least effort and time on the part of the bookkeeper is to be preferred above all others. With this idea in mind an investigation will disclose the fact that every successful system must be based upon the principles of double entry and every other system may as well be disregarded.

THE DOUBLE ENTRY system is founded upon the fundamental fact that every transaction has two separate and distinct effects upon the business, no matter how small the transaction itself may be. One of these effects may be described as the bringing in of something, and the other as the taking out of something. Accountants have styled the one a debit and the other a credit; or rather they have appropriated the terms debit and credit to designate the two entries which must be made in the books to record properly the effect of each transaction on the condition of the business.

It is sometimes difficult to reconcile the facts necessitated by a transaction with the definition so often used of a debit as that which comes in and a credit as that which goes out, but for all practical purposes that definition is sufficient. In its simplest form an entry will involve merely the making of a debit and a credit, of equal amounts, to record a transaction in the books. Taking, for example, the purchase of a quantity of corn valued at \$100, and paid for by check, it is found that as the corn has come into the business the corn account must be debited for its value; and that an amount of money represented by the check has gone out, thus requiring that the bank account must be credited. The entry occasioned by this purchase of corn would stand as follows:

| | | |
|--------------|----------------|----------|
| Debit | Corn | \$100.00 |
| Credit | The Bank | \$100.00 |

Frequently the corn will not be paid for when it is received, and in this case it will not be cash that goes out, but something else. Assuming that the corn was purchased from a man whose name is John Brown, and that he does not expect to ask for settlement for some time, it amounts to the creation of a debt to John Brown for the value of the corn. This is one case wherein the definition of debit and credit already given seems incomplete, for, obviously, it still is necessary to debit the corn account, while as yet nothing tangible has gone out of the business. It is plain enough that the thing to credit is John Brown's account, but it would hardly be correct to say that John Brown has "gone out." The entry itself would be thus:

| | | |
|--------------|------------------|----------|
| Debit | Corn | \$100.00 |
| Credit | John Brown | \$100.00 |

At a later time John Brown will call for his check and it will be issued and delivered; and the entry necessitated by this transaction will prove the correctness of having credited John Brown in the first place. The bank must be given credit for the amount of the check, and by debiting John Brown's account the matter is closed so far as he is concerned, and these entries will stand in the books:

| | | |
|----------------------|----------------|----------|
| Corn Account. | | |
| Debit | | \$100.00 |
| John Brown. | | |
| Debit | To Check | \$100.00 |
| Credit | By Corn | \$100.00 |

| | | |
|--------------|------------------|----------|
| Credit | The Bank. | \$100.00 |
|--------------|------------------|----------|

During the time that a transaction is in process of being made, and until the time comes for a final summing up of the status of the business, it usually involves only a mere shuffling of assets and liabilities. Thus, the purchase of the corn in the example already given operated to increase the assets of the business by adding to the stock of corn a quantity valued at \$100.

In the entry which assumed the corn to have been paid for by check there was a corresponding decrease in the cash assets; while in the second entry the assets were increased by the addition of the corn and at the same time the liabilities were increased an equal amount by the creation of the debt to John Brown. The issuance of the check to him in settlement of the liability made a decrease in the cash assets and a decrease in the outstanding liabilities. Most transactions, then, do one of the following things: Increase assets and increase liabilities; increase one kind of an asset and decrease another; decrease assets and decrease liabilities; or increase one kind of a liability and decrease another.

There are, however, certain transactions that do not represent this mere shuffling of assets and liabilities, and these alter the amount invested in the business, thus giving rise to a profit or a loss. An example of this kind of transaction is the payment of an amount for an expense. This will decrease the assets (the amount invested in the business) and it will at the same time represent a loss to the business. A case of this is found in the payment of \$2.00 from the cash drawer for loading a car of grain. The entry would be thus:

| | | |
|--------------|---------------|--------|
| Debit | Expense | \$2.00 |
| Credit | Cash | \$2.00 |

In this case the money paid to the man who loaded the car is a direct loss so far as the business is concerned, notwithstanding the fact that the expense was justified and probably operated to increase the profits of the business. It would be just as well to charge the expenditure directly to loss except that it is desirable to know something about the expenses incident to the conduct of the business, and for this reason a separate account is opened in which to record the expenses. In a general way, it is true that many of the accounts used in bookkeeping have been evolved to fill this need for additional information on certain points, and are not in themselves absolutely necessary in the accounting system. It would be possible to dispense with them and still to know the amount of the assets and liabilities of the business, and its profits or losses, but it would not be wise or practicable to attempt to continue without the valuable aid that they give to the management in determining matters of policy and practice.

THE CORRECT APPLICATION of the principles of double entry bookkeeping involves the opening of a set of books by recording therein the facts regarding the status of the business at the time when the system is established. It is apparent that it is easier to do this at the time the business is started, but it is possible to do it at any time.

THE CENTER of every correct system of bookkeeping is the ledger. Separate accounts are opened in it for the various items composing the assets and liabilities of the business and other accounts are started as occasion requires. The entries to be made in the ledger at the time of opening a set of books for a typical country elevator owned by an individual would stand somewhat as follows:

| | |
|------------------------------|------------|
| Debits. | |
| The elevator | \$8,000.00 |
| The bank | 5,000.00 |
| Cash in office | 50.00 |
| Furniture and fixtures | 200.00 |
| Real estate | 500.00 |

Credits.

| | |
|---|------------|
| The proprietor (capital account) | \$5,000.00 |
| Bills payable (notes outstanding) | 8,750.00 |

It is assumed that the business is just started, and that no actual dealing has been done, and it will be seen at once that the proprietor has invested \$5,000 in the business, that the business has borrowed an additional sum of \$8,750. These two items constitute the liabilities of the business (the liabilities of the proprietor as an individual are not being considered). The assets are represented by the elevator property, the cash in the bank at the office, and the amount invested in furniture and fixtures and real estate. The assets are the debits and the liabilities are the credits, and likewise the excess of debits over credits, or vice versa, on an individual account represents an asset or a liability unless the account be one of those that has to do with profits or losses.

The accounts in the ledger at the time the books are opened may be divided if it is best to do that. Thus, the amount of \$5,000 invested in the elevator property in the example given could be placed in several accounts as follows:

| | |
|-------------------------|------------|
| Elevator building | \$5,000.00 |
| Warehouse | 1,000.00 |
| Machinery | 1,000.00 |
| Corn cribs | 1,000.00 |
| Office building | 1,000.00 |

This sub-division, however, is not necessary for the general purposes of the business; unless one is a fairly good bookkeeper, much subdivision of accounts may lead to confusion and errors.

THE OPENING OF A SET of books for a co-partnership is essentially the same as for a business owned by a single individual, except that it is necessary to credit each of the partners for the amount he invests. The organization of a corporation usually involves the taking in of many individuals who are interested in the business by reason of the fact that they have subscribed to the capital. In this case the capital account is carried in the ledger (as a liability) under the heading "Capital Stock" and the stock certificate itself is used to record the number and value of certificates held by individuals. Since each share of stock from one individual to another does not affect the capital stock account, stands on the ledger these transfers do not involve entries in any of the books except the stock register.

IN THE AVERAGE country elevator business, the following ledger accounts will be necessary, and for purposes of convenience may be found desirable to add others to the list.

Necessary Ledger Accounts.

Property Account (or accounts).
Capital Stock Account (or accounts).
Cash.
Bank.
Furniture and Fixtures.
Real Estate.
Bills Receivable.
Bills Payable.
Individual Accounts.
(These may be accounts receivable or accounts payable, or both.)
Grain Accounts.
(It is preferable that there shall be a separate account for each grain handled.)
Expense Account.
(Individual accounts may, or may not, be opened for the various classes of expenses, such as labor, fuel, heat and light, etc.)
Profit and Loss.
Interest and Discount.

It may be said that all books other than the ledger are kept merely for their practical convenience, and according to the nature of use they are known as subsidiary books of first entry, statistical or auxiliary books. In the country grain business secondary books include the Grain Receipt Registers, the Check Book, the Car Book, the Cash Book, the Journal (or combination cash-journal), the Weight and Measure Register, the Patronage Register, the Railroad Claims Book, and any other special books that may be used in individual cases.

THE COURSE TAKEN by the entries for individual transactions will generally begin with the entry of the facts surrounding each transaction in the book of first entry. These facts will then be transferred to the Cash Book or Journal or combination Cash Journal, which point the separation into debits and credits will be made. The debits and credits will then be transferred, or as it is called "posted" to the individual ledger accounts that affected. This is a simple statement of method of doing the work when the system is such as to permit of its reduction to fundamental and simple practices. In complicated systems the procedure is varied and unless one understands accountancy thoroughly many of the errors in complicated systems may be altogether meaningless. It should be kept in mind always that any double entry system can be reduced to resolve itself into the basic fundamentals of debit and credit, however intricate the system as a whole may appear; and when this fact is remembered and the principles of debit and credit are understood double entry bookkeeping and even the top heavy systems evolved by loose minded theorists posing as expert accountants become understandable to the average man.

If it were necessary to offer advice to the dealer on the installation of a bookkeeping system it would seem to be well to state at first that no man should be permitted to design the system solely because he is an accountant. Get some one who is an accountant and who knows the grain business.

SCOTLAND'S wheat crop varies considerably, some cases being 5 to 10 per cent above average and in others 5 to 10 per cent below, according to the September report of the Board of Agriculture. The area under the crop is fully equal to last year's. The estimated yields of barley also vary considerably, the acreage under this crop is 21,000 acres greater than in 1918. The yield of oats is reckoned to be considerably below the normal most parts of the country, whilst the acreage has decreased by 134,000 compared with last year.

Owner Must Make Inquiry on Thresher's Lien.

The Supreme Court of North Dakota on May 23, 1919, decided against the Monarch Elevator Co. in a suit brought by W. L. Brantner to recover \$237.50 for threshing grain done by the defendant, altho the evidence was conflicting on the only point, whether the contract of the plaintiff had stopped him from asserting his lien.

Two juries found in favor of plaintiff, Brantner, and the Supreme Court said: When there is a real conflict of testimony—there is in this case—the jury must be left to do the guessing, and it is not for the court to guess that the jury guessed wrong. Were it otherwise, we might as well do away with jury trials.

Under the statute when a person runs a threshing machine and threshes grain for another, he has a lien upon the grain threshed for the value of his services upon filing a proper notice in the office of the register of deeds within 30 days after the threshing. The grain in question, 1,000 bushels of wheat, was threshed, and was sold to the defendant, and a lien was filed in September, 1914. There was no defense only that plaintiff assented to the sale of the wheat, and on that point the court was cast against defendant.

In any way it is a hardship that an elevator company should have to pay twice for the same grain, yet it is a risk that is always taken when a party purchases property of any kind from an irresponsible person without making proper inquiry.

The purchase was made in the threshing season; it was made without any inquiry concerning the threshing lien. The loss must be charged to gross negligence.—173 N. W. Rep. 455.

Railroad Company Held to Special Contract.

Armstrong, Lee & Co., of Zanesville, O., on Feb. 11, 1919, were given affirmance by the Supreme Court of Ohio of their judgment against the B. & O. R. R. Co. for \$2,201.44 damages for failure to move two cars of wheat to high ground in time of flood.

The suit was started Aug. 23, 1913, plaintiffs averring that they delivered to the Baltimore & Ohio Railroad at their grain elevator at Zanesville 2,168½ bushels of wheat, in two cars, with the agreement and understanding that the railroad company was "to safely and immediately transport and deliver same over its railroad to high ground out of reach of water," and averring that "the said defendant then and there received same and agreed to safely transport and deliver same to plaintiff on and at high ground out of reach of water for said hire; that said defendant at the time of receipt and agreement aforesaid knew the contents of said car and that same was in danger of inundation at point where shipment was made."

The petition further averred that "said defendant did not safely or immediately transport said wheat to said high ground, as it agreed to do, but, on the contrary, said defendant, after receiving said shipment and removing same from the custody and control of plaintiff, wrongfully, recklessly, and negligently delayed the forwarding of same to said high ground, and wrongfully, recklessly, and negligently permitted said car to become so situated," in the flooded districts of Zanesville, that said wheat became and was of "no value and wholly worthless."

Defendant answered by a first defense constituting a general denial with many admitted facts; a second defense averring in substance that said wheat was caught in an unusual flood of water, and was so badly damaged as to render it worthless by said unusual flood, and not by any default, negligence, or misconduct on the part of the defendant; and a third defense in substance that, "under the laws of Ohio regulating interstate commerce, the defendant is prohibited from making or entering into any contract for the shipment of freight not provided for or authorized by its published tariffs; * * * that the contract or agreement alleged in each of the causes of action in the petition herein was not authorized or provided for by defendant's said tariffs or schedules; and that said alleged contracts or agreements were illegal, null and void and in violation of sections 505, 506, 508, 510, 513, and 564 and 567 of the General Code of Ohio."

Upon trial to a jury in the court of common pleas a verdict was rendered against the railroad company for the full amount, and judgment entered on the verdict.

The Supreme Court said: The evidence clearly supports the claim that the railroad company came into possession of these cars at two or three o'clock in the afternoon, when they were still in good merchantable condition; that they were removed by the railroad company to some other point not entirely clear by the record, but in the flood district; and the jury below, and the courts below, found that the above was negligence on the part of the railroad company.

As to the third defense, that the agreement pleaded was in violation of certain sections of the General Code of Ohio, we have already declared the elementary law as to pleading upon contracts, that the party may sue in tort for negligence of the other party in failing to observe due care with reference to his bailment. But, even if the party in his petition had declared upon special contract, we see nothing in this contract in violation of these sections. These sections relate to the duties of a common carrier, and their purpose is to prevent discrimination between different members of the public as to charges for services as a common carrier. The service in this case was not as a common carrier, but as an uncommon carrier, in an uncommon situation, an emergency under uncommon circumstances, for which the milling company was liable for a reasonable and just charge.

But, even as to a special contract between the carrier and the shipper, such special contract is not per se void, unless it exhibits an unjust and unreasonable charge discriminatory in its nature. No claim of this character is made in this case.

It is likewise unimportant in this case to determine whether the railroad company acted as a common carrier or otherwise. The facts pleaded and proven abundantly justify the recovery.—124 N. E. Rep. 186.

SILVER'S mounting price makes it more difficult for England and France to pay for wheat imported from India. When silver was worth 60 cents an ounce the metal in the dollar was worth 46.4c gold; and now that silver is selling in the open market at \$1.20 per ounce the silver in the dollar is worth so close to par that a few cents more advance will drive it out of circulation in the United States.

John Washburn Dead.

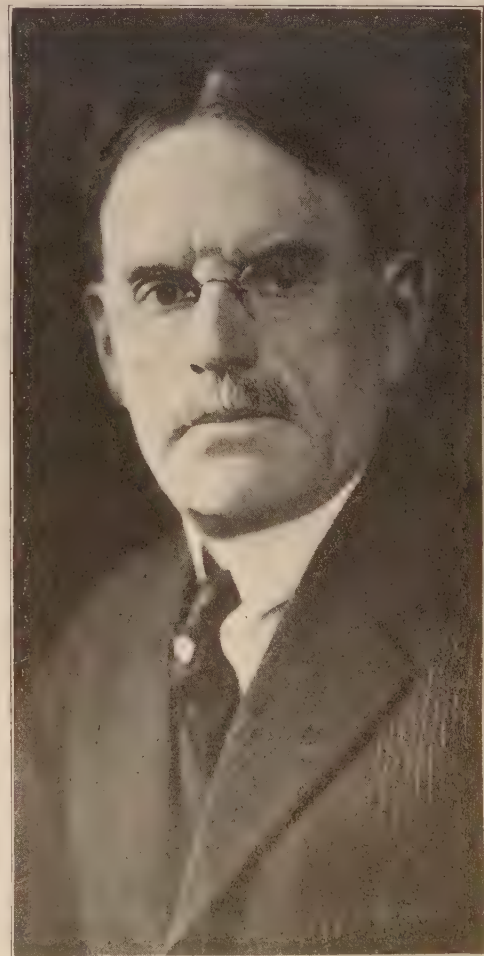
John S. Washburn died on Sept. 25 at the home of a daughter at Norlands, South Livemore Falls, Maine. He was 61 years old and is survived by a wife and three daughters, one of whom is now in Paris doing French refugee work. The funeral services were held Oct. 1, at his home in Minneapolis.

Mr. Washburn was born Aug. 1, 1858, at Hallowell, Me., and entered the grain trade at Minneapolis, Minn., in 1880. After some time spent in the clerical and manufacturing departments he became wheat buyer and later was in charge of supplying the Minneapolis mills with wheat. He became a recognized authority on wheat prices, markets, grades and quality and was a very good judge of crops. He specialized in grain, particularly wheat soon after he entered upon his career, and continued to be an authority on this subject during his forty years in business.

He became identified with the Washburn-Crosby Flour Mills Co., in 1887, was elected president of the company in April, 1915, and continued in this office until May of this year when he became chairman of the Board of Directors.

He was pres. of the Frontier Elevator Co., Buffalo, N. Y.; Brown Grain Co., Minneapolis; St. Anthony & Dakota Elevator Co.; director of the Barnum Grain Co., Minneapolis and Duluth; pres. Louisville Milling Co.; Kalispell Flour Mills Co., Kalispell, Mont.; Royal Milling Co., Great Falls, Mont.; and of the Rocky Mountain Elevator Co. He was also a director of the Chicago Great Western Railroad Co. and of the First Security National Bank of Minneapolis.

GOLD produced in 1918 was the lowest in 13 years.

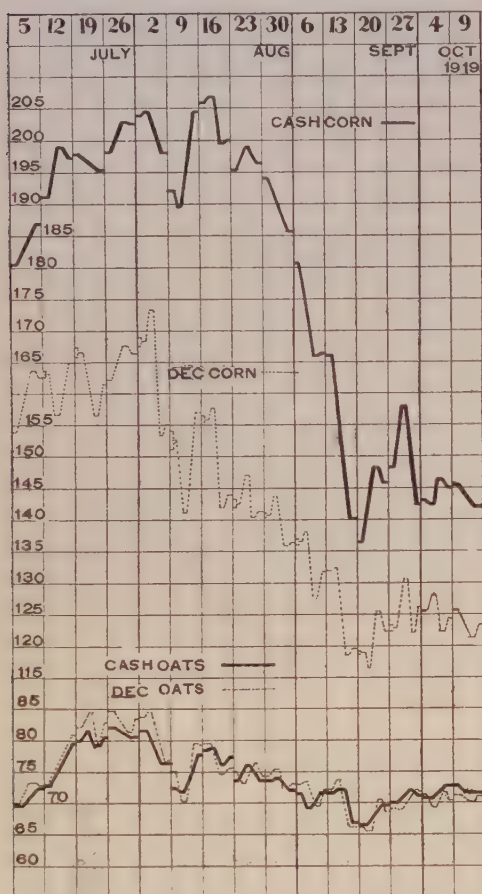


John Washburn, Minneapolis, Minn., Deceased.

Cash Corn and Oats Fluctuations.

Opening, high, low and closing average prices of No. 2 mixed corn and No. 2 white oats at Chicago each week for 15 weeks from June 30 to Oct. 9 are given on the chart herewith. The daily average is used in charting, actual prices were made each day several cents above or below extreme charted.

The December future is shown by the dotted line, for comparison.



Prices of clover and timothy seed at Toledo are ruling at a level lower than prevailing during the summer, but have not declined as much relatively as corn and oats. The first half of June clover stood still while timothy dropped from \$6.20 to \$5.67 for the October delivery. The last half of June timothy stood still while clover jumped from \$21.75 to \$26.00. During July clover worked its way up to a high point of \$31.25 for December delivery, on July 28, and has since sold recently down to \$27.15. While clover made its big advance the best October timothy could do was a small rise from \$5.60 July 8 to \$5.90 Aug. 2, and it has since sold down to \$5.32½. Cash clover has ruled 50c to \$1.50 over December. On Oct. 9 the quotations were: Cash clover seed, \$31.50; cash timothy seed, \$5.35; December clover, \$31.00 and October timothy, \$5.57½.

How Hedges Work Out.

The chart of cash grain fluctuations in the first column of this page shows that the prices of cash oats and the December future delivery worked out in an ideal manner for the grain dealer who had put out hedges against his cash holdings.

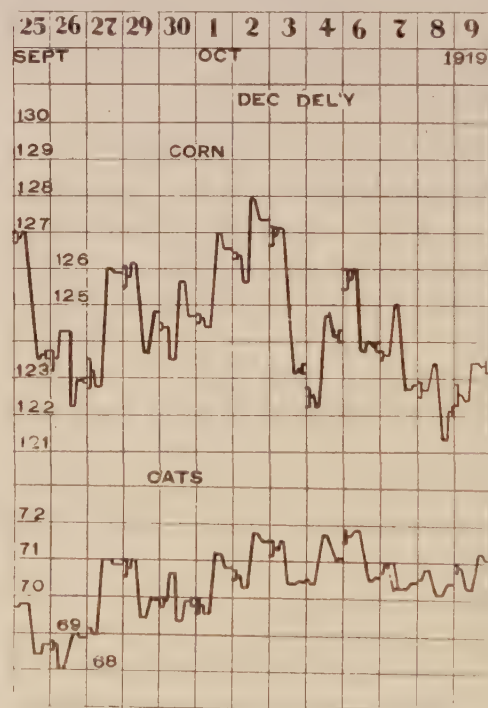
In July when the hedges may have been placed in the December delivery, the cash grain was at a discount of a few cents; but early during October when the hedge may have been taken off the future was at a small discount. This worked in favor of the hedger perhaps five cents per bushel profit, as well as eliminating all risk.

In corn, however, the price of the cash grain dropped so much more than that of the future that a hedge in the December must have been unprofitable and resulted in an actual loss.

Loss could have been avoided by remembering that to have cash grain at a big premium over the future is unnatural and it is unwise to hold the cash grain and sell the future at a discount. Fortunately with the cash at a premium there is little need to hedge.

Chicago Futures

Opening, high, low and close on corn and oats for the December delivery at Chicago are given on the chart herewith.



Daily Closing Prices.

The daily closing prices for oats and corn for December delivery at the following markets for the past two weeks have been as follows:

| | DECEMBER OATS. | | | | | | | | | |
|-------------|----------------|----------|----------|----------|----------|----------|--------|--------|--------|--------|
| | Sept. 25 | Sept. 26 | Sept. 27 | Sept. 28 | Sept. 29 | Sept. 30 | Oct. 1 | Oct. 2 | Oct. 3 | Oct. 4 |
| Chicago | 68½ | 68¾ | 70¾ | 69¾ | 69¾ | 69¾ | 70¾ | 71½ | 70¾ | 71 |
| Minneapolis | 65½ | 65¾ | 67¾ | 67 | 69¼ | 69¾ | 69¾ | 68½ | 67½ | 68 |
| St. Louis | 70 | 70 | 71¾ | 71¾ | 71¾ | 72¼ | 72¾ | 70¾ | 72 | 71¾ |
| Kansas City | 68¼ | 68¾ | 70¾ | 69¾ | 70¾ | 70¾ | 70¾ | 71¼ | 69¾ | 70¾ |
| Milwaukee | 68¾ | 69 | 70¾ | 70 | 70 | 70¾ | 71¾ | 70¾ | 71¾ | 70¾ |
| Winnipeg | 81 | 78¾ | 78¾ | 77¾ | 78¼ | 78¾ | 79¾ | 78 | 81¾ | 81¾ |
| | DECEMBER CORN. | | | | | | | | | |
| | Sept. 25 | Sept. 26 | Sept. 27 | Sept. 28 | Sept. 29 | Sept. 30 | Oct. 1 | Oct. 2 | Oct. 3 | Oct. 4 |
| Chicago | 123½ | 122¾ | 125¾ | 124¾ | 124¾ | 124¾ | 126¼ | 127¼ | 123¾ | 122¾ |
| St. Louis | 125½ | 124½ | 127¾ | 126¾ | 126 | 126 | 128¾ | 128¾ | 124¾ | 125¾ |
| Kansas City | 123½ | 123 | 126¾ | 124¾ | 124¾ | 124¾ | 126¾ | 127¾ | 125¾ | 124¾ |
| Milwaukee | 123¾ | 123¾ | 125¾ | 124¾ | 124¾ | 124¾ | 126¾ | 127¾ | 123¾ | 124 |

Refund of Freight Tax Authorized.

J. S. Brown, mgr. Transportation Department of the Chicago Board of Trade, has published a bulletin announcing that amendment has been made on regulations governing transportation tax and that hereafter, in the readjustment of freight charges the tax to be collected upon the net transportation charge from the point of origin to ultimate destination.

Mr. Brown says: Our Bulletin No. 486 advised that the Commissioner of Internal Revenue, United States Government, had, on July 16, 1919, amended the regulation governing transportation tax to provide that on commodities given "in-transit privileges" there is permissible any refund of tax on charges for the transportation from the point of origin to transit point.

We are now advised that the Commissioner of Internal Revenue has again amended the regulation to provide, substantially, that in final readjustment of freight charges the tax will be collected upon the net transportation charge from point of origin to ultimate destination.

Therefore, the carriers are again authorized to refund the war tax in proportion to the amount of freight charges which are refunded.

Wheat Congestion Southwest.

The congestion in terminal elevators of the Southwest, notably at Galveston, is increasing severe. The Grain Corporation, however, has taken steps to secure boats and divert traffic to Galveston where they will give relief to the over loaded elevators. Relief probably will not be felt until about Oct. 10 when the first of these vessels secured by the Grain Corporation is due to arrive in Galveston. Terminal lines have brought no wheat to Galveston for thirty days, consequently there is an accumulation of cars on their tracks amounting to between 2,000 and 2,500 cars, approximately 1,200 cars on hand for delivery to elevators.

Figures sent to H. B. Dorsey, Sec'y of the Texas Grain Dealers Ass'n show the amount of grain in elevators at Galveston on Oct. 10 to be 2,174,000 bus. wheat; on track at Galveston, 2,035,000 bus.; in transit to Galveston, 3,400,000 bus., making a total of 7,609,000 bus. Boats then in port would take 695,000 bus. and boats due in ten days would take 907,000 bus. A balance struck would be 6,000,000 bus. not taken care of.

D. F. Piazek, Zone Agent for the Grain Corporation, was asked to produce a remedy for the situation, and in due course of the sent word to Mr. Dorsey that, "I have the Galveston matter before me. The facts of the case are that when the Texas matter came acute I transmitted it to New York. More boats have been secured than was expected and relief should come soon."

A SUDDEN EPIDEMIC of weevil has broken out in wheat. This always happens when wheat is left in the shock too long, gets wet and followed by warm weather. They are small, red variety called bran weevil which does not do the harm that the larger variety black weevil do, but the harm is done to price. The Inspection Department doesn't always catch it and many cars are being inspected sample grade, live weevil, at the elevators. The discounts run from 4 to 7½, very bad, 10c. It is very difficult to get wheat cleaned on account of the congestion at the elevators, cleaning and switching costs at 5c per bushel not counting the shrink, so discounts are reasonable. The surest way of finding them is to sift a sample over a screen that will let the dirt thru, but not the wheat. It will be well to watch all wheat that comes from farmers' bins from now on, as we anticipated serious trouble with weevil this winter.—W. H. Perrine & Co.

Partner Not Authorized to Sell Good Will.

The Supreme Court of South Dakota granted Gus N. Norman a reversal of judgment of May 15, 1919, in the suit brought against him by Kidder Equity Exchange to restrain him from engaging in the grain business at Kidder, S. D., after he had sold his elevator.

The Norman & Johnson Grain Co. had at Kidder, S. D., and the house at Kidder, run by the company was Norman's personal property. Kidder Equity Exchange desired to buy the elevator and after a price had been agreed upon presented a bill of sale for Norman's signature. He objected to the clause selling also the good will of their business in and around Kidder, explaining that while he owned the elevator he had no authority to sell the partnership interest in the grain buying business.

Plaintiff then drew up and had Norman sign following:

As a further consideration for the sale and lease of the above described property, the parties of the first part individually hereby agree not to engage in the buying and selling of grain in and around Kidder, S. D. It being understood that all the parties of the first part heresell the good will of the business as well as the described property."

Afterwards the partnership entered into buying and selling grain at Kidder, thru Norman. The plaintiff brought suit to enjoin Norman from engaging in the grain business. The circuit court of Marshall County gave judgment for plaintiff, but the Supreme Court reversed.

The above-quoted words were in substance identical with the corresponding part of the executed bill of sale. While Johnson was present by Norman that he had contracted to the elevator, he never was advised of, and never knew of or gave any authority for, sale of the business or its good will, and he never authorized an agreement not to engage in the business of buying grain at Kidder. The partnership, by Norman, afterwards entered into the business of buying and selling grain at Kidder.

We think it perfectly clear that the trial court was in error. The memorandum and the executed bill of sale were absolutely immaterial. Plaintiff knew what the true situation was before it closed the deal and took the

bill of sale. The rule is that contracts in restraint of business are void as against public policy. Section 898, Rev. Code 1919. An exception is made in the case of a sale of the good will of a business. In such case there can be a valid agreement not to engage in the same business; such agreement limited as to time and place. Section 899, Rev. Code 1919.

One partner, as such, has no authority to dispose of the good will of a partnership business unless his copartners have abandoned the business to him, or are incapable of acting. Section 1313, Rev. Code 1919. Johnson had not abandoned the business; neither was he incapable of acting. Therefore, if the bill of sale was subject to a construction holding it to attempt to transfer the good will in the partnership business, it was in that respect void. There can be no good will in a building; hence Norman had no good will which he, as an individual, could sell. The good will which is property, and therefore subject to sale, is the "good will of a business." Section 253, Rev. Code 1919. No "good will of a business" having been sold, the attempted agreement not to engage in business was invalid, just as much as it would have been invalid if some person other than Norman, or some firm or corporation in which Norman had no interest had been occupying this elevator at the time Norman gave the bill of sale.—173 N. W. Rep. 728.

FOLLOWING the Civil War the country went thru a period of careless and extravagant use of public money and an era of betrayal of trust by officials of the government. The secretary of war was impeached for accepting bribes. Those conditions are paralleled in part today at least by the careless and extravagant use of public funds.

WE FIND that a great many dealers who have signed agreement with dealers, elevators and brokers Form 1582-B, are allowing their claims for interest and insurance under the terms of this agreement to accumulate and file claims at one time covering several weeks. It having become manifestly apparent that we cannot have an intelligent idea as to the amount of claims which will be filed against us and because of the necessity of knowing the cost of our wheat at least once a week so that we can price it abroad, it has been determined that in the future we will require the presentation of all claims for interest and insurance *within one week from the time they accrue*.—U. S. Grain Corporation, D. F. Piazek, 2nd Vice-President.

Auto Truck Scales.

Country elevator men should know the difference between wagon scales and auto truck scales and why they must install a truck scale for weighing trucks, even though the wagon scale beam is of sufficient capacity to accommodate the load.

From 75 to 90 per cent of a loaded truck's weight is carried over the rear axle. Therefore, instead of the weight being equally distributed to the scale levers, at least 75 per cent of it comes on one end of the platform.

Hence you will see that even though you can weigh a six ton load on your wagon scale, in so doing, you tax your scale to ten ton capacity. No wagon scale can be expected to maintain its accuracy under such loads.

The design and arrangement of truck scale levers generally resembles closely the Track Scale. They are not suspended from a frame, but are supported on piers or walls in the pit. The main pivot, instead of projecting through the lever and hanging in a clevis, are supported on a stand and are "backed up" their full length by the lever casting.

The manufacturers build these scales of various capacities, and with platforms of various lengths. The ten ton scale with a sixteen foot platform is the popular scale for the country dealer.

As has been said of wagon scales, install the scale on a good foundation, in a well drained pit, and then protect it from the elements with a shed or roof.

Since the manufacturers have provided dump beds for trucks making them practical for the hauling of grain, their coming is assured. This makes it simply a question of time until you will install a truck scale.—J. B. Sowa, Scale Inspector Illinois Grain Dealers Assn.

HUFFINE & Co., with main office at Kansas City, were required to abstain from business for one day, because they had transacted business with a firm that had no license. They are also required to post a notice at their various places of business acknowledging their violation of the wheat control act and promising further observance of the wheat director's rules.

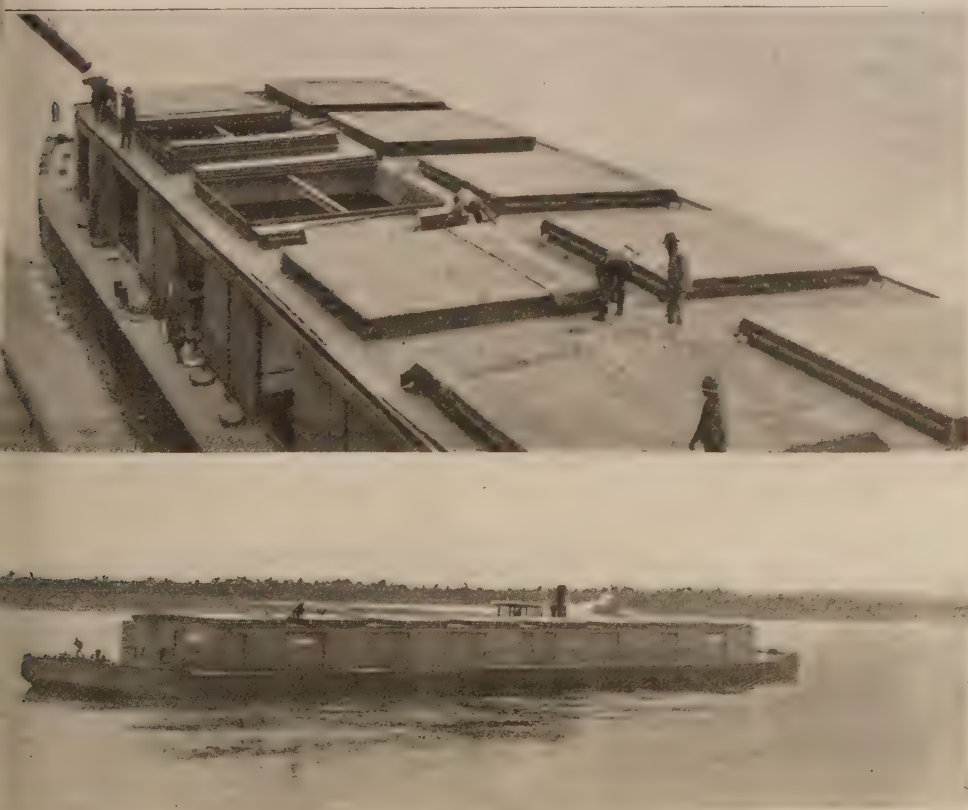
Steel Barges Haul Grain on Mississippi.

The United States Government, jointly with the people of the Mississippi Valley, acting thru the Mississippi Valley Ass'n, is making a strenuous effort to revive cheap, sure, fast and permanent transportation on the Mississippi River. They have started a movement, which will at least determine just how much good can be derived from that great river as a means of transportation.

New and enlarged types of steel barges have been built to ply between St. Louis and New Orleans and to carry a cargo of grain. The accompanying photographs show the start of the maiden trip of these barges.

The barge pictured has just received a load of 45,000 bus. of wheat, or the equivalent of 40 car-loads of the average grain loading. This is just a little over half the capacity of the barges, but they could not be loaded to their full 70,000 bus. capacity, because the water in the Mississippi is very low at this season.

The advantages of the steel barge over the old-style wooden barges are considerable. The relative increased capacity over the wooden barge of 25 years ago is 50%, for only 25,000 to 30,000 bus. of wheat could have been loaded at the same stage of water. On account of insufficient water during the dry months this is a decided advantage in the direction of efficiency, and the ability to load this amount of grain under such circumstances will be a large factor in the success of the Mississippi freight transportation movement.



New Type of Mississippi River Steel Barge. Above, Loading 45,000 bus. Wheat at St. Louis. Below, on Maiden Trip.

Big Wheat Days on the Upper Mississippi

By Florence L. Clark

A barge line to carry heavy freight on the Upper Mississippi seems an assured government enterprise for next year. Will this attempt to revive navigation of the northern stretches of the great river lead eventually to a return to the activity of the old days when the Upper Mississippi was the great outlet for the wheat fields of Iowa and Minnesota? In the river towns the old-timers who remember well the big days are speculating about the matter, but not very hopefully. They are so used to being a dead river town.

Not a pound of freight has been carried in the up and down river trade between St. Louis and St. Paul this season. Freight on the Mississippi has been declining since about 1870. It can decline no more. The year 1919 saw the northern six hundred miles of the greatest and most navigable river in the world as idle as a mountain lake. It could have carried millions of pounds of freight. It carried nothing but launches, ferries, fishermen and clammers' boats, and the excursion steamers.

Since settlement west of the Mississippi in Iowa and Minnesota began in the forties, there have been three epochs in the commercial life of the river. First were the pre-railroad days when the channel was alive with steamers hurrying north crowded with settlers and the decks piled with household goods and merchandise for the river towns and returning down river loaded to the guards with wheat.

By the seventies railroads had become numerous and railroad competition had turned the grain shippers from river to rail transportation. There still remained, however, the gigantic lumber industry. Rafting of logs and lumber was a tremendous business for twenty-five years afterward. Now the great northern pineries are cut way through and four years ago the last raft passed downstream.

AS FOR THE PACKET trade, it has been in the throes of a slow death for four decades. This year came the end when the last one of the sidewheelers was taken out of freight and passenger service and made over into an excursion boat. So reads the final chapter of the Upper Mississippi as a commercial highway—the last steamer laden with wheat, the last raft and the last of passenger and small freight carrying. What will 1920 and future years bring forth?

It was a bit of irony that the last packet was one of the Diamond Jo steamers, and that it is the Diamond Jo steamers which are now in the excursion business, for time was when "Diamond Jo," as famous Joseph McReynolds was called, dominated wheat buying in Iowa and Minnesota and on the Chicago Board of Trade. He maintained his headquarters at McGregor, Iowa. It was the natural point. McGregor was the greatest primary wheat market north of Dubuque in those days.

AS THE PRAIRIE country of Iowa and Minnesota beyond the Mississippi bluffs settled, towns sprang up on the river wherever a valley gave a gateway through the bluffs to the country back. There were fifty-four of these landings above Dubuque as early as 1856, but McGregor led them all in importance. The "Narrow City," as it was known, had its start when the soldiers from Fort Crawford at Prairie du Chien, Wis., on the opposite bank of the river built a military road through the coulee out onto the Iowa prairie to Fort Atkinson and Alexander McGregor established a ferry between the Wisconsin and Iowa side. This military road became the great highway of emigration to northern Iowa and Minnesota and, as the prairie lands were brought under cultivation, the great highway over which wheat was hauled to the river.

IN THE EARLY SIXTIES, the "Milwaukee and Mississippi Railroad" was built to Prairie du Chien. This gave McGregor marketing facilities all the year round for produce could be hauled over the ice to the railroad through the winter months when navigation was closed. There was no other railroad accessible to northern Iowa and Minnesota and all trade and travel of the region as a consequence concentrated at McGregor. From the opening of the river the last of March or the first of April to its close in November there were almost hourly arrivals of steamers besides the several ferries plying between McGregor and Prairie du Chien. St. Louis was the great market through the open season, for water rates were lower than rail rates, but with the freezing over of the river, the Prairie du Chien railway became the objective point and Milwaukee and Chicago the markets.

It was said of McGregor in those days: "It is the depot of all the Northwest that Chicago does not control." Wheat was hauled there from 100 miles, 150 miles and even 200 miles to be marketed. In 1857 a write-up of the town contained this statement: "Within the past week we have seen teamsters in McGregor from Waucoma, Charles City, Mitchell, Albert Lea, Blue Earth and Rochester. This immense range of trade seems to imply that our Main street is a little over 200 miles long."

Most of the teams were oxen and the journey was one of many days, sometimes three weeks. Several would keep the road together and camp out on the prairie at night, letting their oxen feed on the wild grass. Having finally reached their destination with the precious wheat and unloaded at the levee, the drivers loaded at the wholesale houses with merchandise to carry back to the prairie stores. The money they made in this freighting on the return trip helped to eke out the mere pittance they made on their wheat after expenses were paid.

TAVERNS: All along the road at intervals of about five miles taverns were located. The farmers who came great distances could not afford to stop at these, but those who hauled from nearby and were on the road but two or three days, patronized the taverns, putting up at them over night. Most of the taverns were built beside springs, and the teamsters, whether they took lodging or not, drew up at the spring to water their teams, and then it was the correct thing to step into the tavern for a glass of corn whisky or diluted alcohol, the Scandinavian's favorite tippie. The reputation of these taverns was not of the best. Two notorious ones were named Sodom and Gomorrah because of the wild doings that went on in them. Another one was "Bill Paul's Hole in the Ground" at Giard. Some were known by the distance they were from McGregor as, for instance, the "Four Mile House," and the "Ten Mile House." On the bank of the river at McGregor the great throngs of Norwegians as they disembarked from the steamers were greeted with the welcoming sign, "Father's House. Eat, drink and be merry, for tomorrow you go to Minnesota."

As the long procession of loads of produce neared McGregor, they fell into line, and once in the town packed the streets in a great waiting throng until they could weigh and unload at the warehouses. The first of these warehouses, "Warehouse No. 1," was put up on the levee by Alexander McGregor. For many years it was occupied by the commission dealer, Joseph McHose. The family lived in the second story. Mrs. McHose, ninety years old, still lives in McGregor.

The second warehouse was built in 1857 by W. I. Gilchrist. His son, James, who was with his father in the business is passing an old age in California enjoying the fortune accumulated in the old days. Mrs. McHose and Mr. Gilchrist give graphic pictures of early times.

Thirteen more warehouses sprang into being north along the bluff side as business grew. A visitor described them as "warehouses that take grain into the chimney and spout it out again into boats on the other side." Every available foot of ground between the bluff and the warehouses through the fall was crowded with teams unloading to the upper stories, while employees worked early and late below running the grain into steamers and barges. Up Main street stretched a solid mass of teams waiting a chance to unload. Four hundred, six hundred and even eight hundred teams in a day packed the town.

THE SEETHING CENTER of operation was about the City Scales. The McGregor Council early built these scales on the public square and put Captain Hoffman in charge. Weighing was his job for a quarter of a century and it is safe to say there wasn't a farmer within 200 miles of McGregor who did not know Cap' Hoffman. He was strict on the square and the correct weight that the farmers were sure to get at McGregor is much to do with McGregor's popularity as a marketing point.

Around the city scales flocked the buyers from the different warehouses and representatives from outside concerns at St. Louis, Milwaukee and Chicago. The sharpest competition prevailed, and the air was noisy with the bids of the rival buyers as they tested the wheat by shaking it in their hands and weighing it.

Mrs. McHose tells of her husband placing their small son on top of a pile of sacks to cry bids. The scales weighed four loads at once. The sacks had to be unloaded onto the truck and wheeled on, then loaded back before going to the warehouse.

Some of the buyers used to go up the bluff and even out onto the prairie a mile or two to buy. It was told of one buyer that he went out four miles on the road, marked a shingle "Cash for Produce," nailed it to a tree and sat down at the roadside waiting for customers.



W. I. Gilchrist, Who built Second Warehouse on Levee at McGregor, Ia., in 1857.

FROM THE WAREHOUSE the grain was either directly into the steamers and gies or pushed on trucks down runways, no mpt being made to grade it. The high of shipment of grain on steamers was between 1856 and 1869. In 1856 there were seven-nine steamers on the Upper River and arrivals of steamboats at St. Paul. In 1858 the number of arrivals at St. Paul had ched 1068. In 1869 there were 792 arils. The tonnage of that year was about great, however, for barges by that time had ne into extensive use and 151 were used ing that season by the boats. Sometimes many as five of these barges were towed vntstream by a steamer.

Mrs. McHose describes one of these great s pulling away from the levee at McGregor, the hold and decks piled with sacks wheat and the barges loaded with the unked grain so heavily that they were almost water's level.

The more daring of the river pilots kept ir boats running so late that they had to rry with all speed south in the end to keep m getting caught in the ice. In the spring re was rivalry between the different comies to get the first boat up river. Its aral was a time of great rejoicing at the river vns, for the warehouses were bulging with ain held for the better prices that river pping gave over rail shipment. Through ril and May every boat went south loaded h wheat.

ALL THE COMMISSION men in those ys handled dressed hogs as well as grain. soon as the weather froze wagons loaded dressed hogs came in, many hundreds a y. The pork was weighed at the City ales the same as the wheat, and taken to e warehouses. From there they were hauled ross the ice. This was a simple matter en the ice bridge was solid from shore to re, but let a January thaw come along and re were many difficulties. Teams broke ough the thin ice and hogs, oxen and all metimes were lost. At other times a boat ould operate in an open place on the river d hogs would be conveyed across to Prairie Chien, half on bob sleds and half by boat. Let e river ice really break up and the greatest ngestion followed with anxious days from ommission men. More than once literally ousands of hogs were stacked on the streets, out the warehouses, and policemen were pt on guard night and day.

The North Iowa Times of Dec. 20, 1863, ves this account of the pork trade, "Busi- ss on Wednesday, Thursday and Friday of st week was terrific. From daylight until

dark a person standing on the levee and look- ing up Main street could see nothing but a solid mass of teams, and we are assured that the line of team procession extended still further. In addition to this line Ann street for one-half mile was also full, awaiting their turn at the city scales. No crossing streets. One million and a half pounds of pork weighed in one week isn't so bad. 1905 loads of produce weighed and nearly as many teams in town not weighed."

ANOTHER GREAT PRODUCT shipped down river on the steamers and over the Prairie du Chien Railway was the flour made in the many mills which sprang up in the fifties along the swift rivers of northeastern Iowa. The flour mills were a Godsend to many farmers who could not make expenses on the long haul of wheat to McGregor. In October, November and December, 1860, 13,000 barrels of flour went over the Prairie du Chien railway. Some of this was hauled on the ice from Lansing, Clayton and Gutten- berg and some came overland from as far as Albert Lea.

An enormous amount of butter and eggs was also handled by the commission men, as practically every farmer who came in with his load of wheat and pork brought along butter and eggs. Furs and hides were bought and shipped, not to mention prairie chickens and other wild game.

DURING THE SIXTIES a railroad was completed from North McGregor for some distance over the prairie. This drew to a considerable extent from teaming to Mc- Gregor, but the volume of business was not seriously affected until the Iowa Eastern Rail- road was built in '72 and '73 from Dubuque to La Crescent, Minnesota. This wrought a great change in the methods and amount of business, and the town dwindled in impor- tance. Yet it was still an important grain shipping point. The first two steam elevators in the country had been erected at McGregor by Bassett & Huntting, the firm with which Diamond Jo was connected, and Gilchrist & Co. With this facility for preparing wheat for milling the two firms unlike any others in northern Iowa could ship direct to eastern markets and save the expense of elevating in Chicago and Milwaukee. They could for this reason pay a better price and farmers came from forty and fifty miles to sell their wheat at McGregor in preference to nearer markets.

THE LATE SEVENTIES saw the end of wheat growing as the main business of north- eastern Iowa and southern Minnesota, and one by one the grain concerns of McGregor closed up or tore down their warehouses and



Joseph McHose, Pioneer Grain Dealer of McGregor, Ia.

went out of business. Joseph McHose, Bas- sett & Huntting and Gilchrist & Co. continued in business. The two latter built elevators through out northern Iowa and southern Min- nesota and were thus able to buy over the same territory that had been tributary to Mc- Gregor in the steamboating days, and were known among the biggest buyers of Iowa. Some ten years ago the Huntting Company moved to Minneapolis, leaving Gilchrist & Co. without competitors in their field. C. F. Bell had been associated from the earliest days in the company with Gilchrist & Son. His estate has bought out the Gilchrist interests and now his son, Fred G. Bell, is president and man- ager of Gilchrist & Co. They have handsome offices in the old Bassett & Huntting building next to the Joseph McHose building. Though the bygone days are called the big days, with the great development of the farming coun- try that has come to pass, Gilchrist & Co. handle more grain in a season in their stru- ing of 35 elevators in Iowa and Minnesota than was delivered to the fifteen warehouses in olden times when "McGregor was the great primary wheat market of the country."

VICTORIA, AUSTRALIA, WHEAT GROWERS are guaranteed 5 shillings, or about \$1.21, per bushel for the growing wheat crop, accord- ing to a cablegram Oct. 6 from Trade Com- missioner Ferrin at Melbourne.

"NOT UNTIL there is a free market for wheat all over the world—a happy state of things that is still probably well ahead of us— can British millers expect to come into their own again," says the London Corn Circular. "When the grain trade is once freed from its present shackles, and firms rich in past experi- ence and well-provided with the sinews of war, are again at liberty to do their best for themselves and therefore for the public, then can we expect to see the best wheats and the flours the baker recognizes as his best friends, making their way in a steady stream into our ports. A necessary correlative of that ideal, to be realized, we trust, in the sweet by-and- bye, is of course, the restoration to traders of the British merchant fleet. Not for ever will officialdom have its hand on 70 or 50 per cent deadening clasp on our shipping."



ices of J. McHose and of Bassett & Huntting at McGregor, Ia. Gilchrist & Co. Now Occupy the Building at the Right.

Seeds

THE STANFORD SEED CO.'s main office is now located at Buffalo instead of Birmingham, N. Y. The capital stock of the company has been increased from \$50,000 to \$100,000.

MODESTO, CAL.—The Bomberger Seed Co., composed of J. M. Bomberger, J. C. Loomis and Ray Henley, has been incorporated with a capital stock of \$25,000.

MONMOUTH, ILL.—The E. G. Lewis Seed Co. has bot the business of the Patton Seed & Feed Store. Mr. Patton will retire.

IN ORDER THAT there will not be a shortage of seed wheat next spring, the Canadian government plans to buy 2,000,000 bus. soon.

WICHITA, KAN.—The Marlow Seed Co. has increased its capital stock, enlarged its cleaning capacity and increased its warehouse facilities. Harry Sunfield, formerly of the Berry Seed Co., has become a member of the firm and will have charge of the grass and field seed department.

TEXARKANA, ARK.—J. C. Word will again enter the seed business here. He sold his seed business which he had conducted here for several years when he entered the army, and has been employed as mgr. of the Word's Seed Store since his discharge.

BECAUSE of reduced appropriations the hay and feed market reporting service is being discontinued. Some of the work of that service, together with the work of the Chicago branch office of the Seed Reporting Service, will be looked after by G. F. Kellogg at his new office at 139 No. Clark Street. Mr. Kellogg's office formerly was in the Board of Trade.

THE PRESIDENT OF THE AMERICAN SEED Trade Ass'n, E. B. Dungan, has appointed the following special com'tes for the coming season: Legislative—Watson S. Woodruff, chairman; Geo. S. Green; A. E. Reynolds; W. G. Scarlett; E. L. Page; Wilbur Brotherton; postal laws com'te; Alex. Forbes, chairman; David Burpee; G. F. Bradley; C. H. McCubbin; Frances Stokes; com'te on express: L. P. McCausland, chairman; R. D. Edwards; R. F. Lyon; Frank Leckenby; Chas. Hollenbach; A. L. Don; A. W. Schisler.

TOLEDO, O.—Clover prices depend largely on receipts and imports. So far this season receipts have been light. Most sections are not favored with a surplus. Many will have to ship in. Carry-over was extremely light and stocks in terminal markets are the smallest in recent years. How much will we import from Europe? We generally import around fifty thousand bags. Imports so far this season have been larger than usual. They are generally largest in December and the three months following. October receipts are usually the largest. Last year they were only 8,530 bags, smallest in recent years with one exception. Stocks generally increase till January. Still some October shorts and longs, but open trades are not large.—C. A. King & Co.

IMPORTS OF SEEDS during Sept. 1919, were as follows: alfalfa, 1,644,700 lbs.; Canada blue grass, 47,000 lbs.; alsike clover, 845,800 lbs.; crimson clover, 2,600,300 lbs.; red clover, 1,157,300 lbs.; broom corn, none; orchard grass, 217,200 lbs.; rape, none; English rye grass, 134,400 lbs.; Italian rye grass, 33,600 lbs.; timothy, none; hairy vetch, 46,300 lbs.; spring vetch, none; compared with the import of seeds during September 1918: alfalfa, 22,000 lbs.; Canada blue grass, 48,700 lbs.; alsike clover, 801,800 lbs.; crimson clover, 44,000 lbs.; broom corn, none; orchard grass, none; rape, none; English rye grass, 44,800 lbs.; Italian rye grass, none; timothy, 5,900

lbs.; hairy vetch, 133,000 lbs.; spring vetch, none, according to reports of the U. S. Dept. of Agriculture.

JEFFERSON CITY, Mo.—Forage crops in Missouri improved during the month of September. Grain sorghums indicate a yield of 80%; field peas, 76%; soybeans, 74%; millet 75%, 25% of which has been cut for seed; clover seed, 65%. The yield of alfalfa seed is 2 bu. per acre, about the same as last year. The flax seed yield is approximately 9½ bu.; this is a better yield than last year. The buckwheat condition is about 71% as reported by E. A. Logan and Jewell Mayes of Mo. Dep't. Agriculture and U. S. Bureau of Crop estimates.

TOLEDO, O.—Clover seed is sharply higher. After staying in a rut nearly all week, same as previous week, prices suddenly advanced and October sold well over the thirty dollar mark. October shorts got a little restless probably. Slowness of movement of seed of consequence to Toledo caused the uneasiness. Other months followed but did not keep pace with October. Will the bulk of October sales be filled with the actual seed or bought in? Some of the seed that carries a hedge may be sold to better advantage elsewhere and the hedge bought in. October and March sold within ten cents of each other during the week, but latter part began to widen out again. Some think they'll widen still more, expecting light October receipts. Nearby states won't be able to contribute much seed for the Toledo market. What little the farmers have may be traded amongst themselves more freely this season. Makes that much less demand that would naturally reach the terminal markets.—J. F. Zahm & Co.

From the Seed Trade.

GARDEN CITY, KAN.—On account of the good prices for both alfalfa and sweet clover hay, most growers did not try to raise seed, hence both these seed crops will be very light. There will be a fair crop of milo, kafir, feterita and cane seed, especially should the frost keep off a little late. We do not raise any blue grass or timothy here—hence no seed. There is a very unusual and strong demand right now for alfalfa and sweet clover seed. We are having a fine fall and crops are growing rapidly.—E. G. Fennup.

SEATTLE, WASH.—We keep in close touch with both the production from Oregon and Idaho for all our clover, timothy and alsike comes from there and from present indications these items are very short in both of these states. In one district where we usually purchase from two to three cars of timothy, this year there will be less than one car. The clover in Oregon is producing fairly well, although the acreage is not over a third to a half of what it has been in years past.—J. A. Boyce, Sec'y, Woodruff-Boyce Seed Co.

ST. LOUIS.—The trade in grass seeds has been fairly good in the fall season. There has been enough of fine timothy here to meet the requirements. Clover is being hulled out in sufficient quantities for the trade. Red top has not yielded as much of a crop as in former years, and is therefore dearer by about \$2.00 per 100 lbs. than last year. Of orchard grass, we rely mostly upon imported seed, which is of very good quality. The gatherings of Kentucky blue grass are not supposed to be more than will be needed. It is too early to tell much about cow peas as yet.—Chas. E. Prunty.

LIGONIER, IND., Oct. 6.—This section of the state of Indiana has always been a very large clover producer, clover being one of the most valuable crops that the farmers in this section produce for market. In our fifty years of business, we have never experienced anything as nearly approaching a failure as our crop of clover this season. We question if this county has raised enough seed for its own needs. We of course operate in a great

many sections, and we find that with the exception of one state that there never was such a shortage of clover seed in the United States as there is this season.—N. Wertheimer & Sons.

Save Our Seed Corn.

P. G. Holden, who knows corn better than anybody, takes the stand that we should profit by our experience of 1915 and 1917 and save our seed corn in order that we may not be again caught without home-grown seed.

"The farmers MUST learn to save seed corn. We can import potatoes, oats or wheat but we cannot import seed corn and expect to get as good results as we would get from corn grown in the immediate neighborhood.

We must harvest our seed corn before it freezes and hang it in an attic or an upstairs room where there is a free circulation. One of the best methods and probably the most common in practice, is to tie it up with binder twine, each string containing about twelve or fifteen ears suspended from horizontal wires or from nails driven in the rafters. Enough corn to plant eight acres can be stored in a space three feet long by ten inches wide.

Rocky Mountain Bean Jobbers Meet.

At the fourth annual meeting of the Rocky Mountain Bean Jobbers Ass'n, at Denver, Colo., Sept. 26, L. M. Hunt of Colorado Springs was elected pres. and C. F. Waugh of Denver, was re-elected to the office of sec'y.

A com'te was appointed to confer with delegates of the California Bean Jobbers Ass'n in regard to beneficial legislation. A resolution was adopted favoring a tariff which would protect Colorado beans against competition with the cheap Asiatic product.

One of the most important features of the past season's activities was the successful cooperation of the ass'n with the authorities in conducting the government bean purchase last winter.

Mr. Waugh, altho the original allotment called for only 100,000 bags, final confirmation was secured on a total of 375,000 bags in 50 cars of 71,000 pounds general average, by some sixty-eight shippers. This afforded the bean shippers of the Rocky Mountain states all the bean business they wanted, or could take care of, and resulted in the disposition and sale of a very large surplus which might otherwise have been troublesome.

Imports and Exports of Seeds.

July imports and exports of seeds, compared with July, 1918, and for seven months ending July, 1919; compared with the corresponding months ending July, 1918, are reported by the Bureau of Foreign and Domestic Commerce, as follows:

| | IMPORTS. | | | |
|-------------------------|------------|------------|--------------------------|--------------------------|
| | July 1919. | July 1918. | 7 mos. ending July 1919. | 7 mos. ending July 1918. |
| Flaxseed, bus. | 1,329,116 | 1,250,367 | 5,775,594 | 10,244,390 |
| Custor beans, bus. | 78,237 | 18,200 | 585,761 | 535,730 |
| Red clover, lbs. | 713,694 | ..... | 1,752,544 | 812,200 |
| Other clovers, lbs. | 729,435 | 62,807 | 6,375,010 | 4,343,000 |
| Other grass seeds, lbs. | 1,417,879 | 144,254 | 4,373,279 | 4,135,000 |
| Sugar beets, lbs. | 269,412 | 1,521 | 652,818 | 3,695,000 |
| EXPORTS. | | | | |
| Flaxseed, bus. | 10 | 141 | 7,069 | 17,700 |
| Clover seed, lbs. | 2,985 | 101,482 | 5,676,627 | 3,990,000 |
| Other gr. seeds, lbs. | 51,936 | 77,810 | 2,148,111 | 1,661,000 |

Seed Movement in September.

Receipts and shipments of grass seed to and from the principal markets during September, compared with September, 1918, were as follows:

| | FLAXSEED. | | Shipments. | |
|--------------------|------------|-----------|------------|-----------|
| | 1919. | 1918. | 1919. | 1918. |
| Winnipeg, bus. | 85,000 | 17,640 | ..... | 1,000 |
| Chicago, bus. | 39,000 | 13,000 | ..... | 1,000 |
| Minneapolis, bus. | 753,300 | 535,500 | 105,600 | 50,000 |
| TIMOTHY. | | | | |
| Toledo | 7,308 | 7,560 | 7,516 | 4,000 |
| Chicago, lbs. | 13,191,000 | 3,198,000 | 6,301,000 | 1,774,000 |
| CLOVER. | | | | |
| Chicago, lbs. | 1,539,000 | 192,000 | 271,000 | 191,000 |
| Toledo, bags | 528 | 641 | 480 | ..... |
| OTHER GRASS SEEDS. | | | | |
| Chicago, lbs. | 2,751,000 | 890,000 | 1,297,000 | 404,000 |

International Wheat Show at Wichita.

The International Wheat Show which opened this year at Wichita, Kan., Sept. 29, will continue thru to Oct. 11. It is larger in point of number of exhibits and in attendance than any of its annual predecessors. Partaking of the nature of an industrial exposition as well as an exhibition of agricultural products, it offers an almost endless variety of interesting and instructive exhibits.

The Forum at Wichita, in which the Show is being held, was constructed especially for the purpose of this kind and it is said to be one of the largest buildings in the country. The entire second floor of the main structure has been made over into a Palace of Grains. The material used for decorative effects is various kinds of grains arranged in an artistic manner around the pillars which support the roof and cross arches and other open ways. In the middle of the vast room there has been constructed a large pergola which shows nothing but grain on any portion of its exterior. Wheat, oats, kafir, milo maize, millet, corn, barley, rye, feterita and numerous other grains are all to be seen in orderly arrangement.

A Colorado man, John Howell of Montrose, was awarded the first premium for the best bushel of wheat grown anywhere in the world, the second premium going to C. D. McBratney, of Guymon, Okla. Quite appropriately, the prize for the best sample of Clark's Black Hull wheat was given to Earl G. Clark, of Sedgwick, Kan., the young man who discovered this variety. This wheat, as its name implies, differs from the ordinary in that the hulls which cover individual grains are quite darkly colored. It is also claimed that it has many desirable characteristics, and in some respects it is becoming a rival of the popular Kanred wheat.

The first premium for Kanred wheat was received by Sam Regier, Mound Ridge, Kan. Other wheat prizes awarded were as follows: Best bushel hard red winter, L. O. Webb, Meade, Kan.; best bushel Karkoff, Geo. A. Blair, Mulvane, Kan.; best bushel soft red winter, Geo. J. Sauerman, Crown Point, Ind.; best bushel hard red spring, John Howell, Montrose, Colo.; best bushel of hard red winter, Kanred or Karkoff, grown in Kansas

or Oklahoma, other states not eligible, Earl G. Clark, Sedgwick, Kan.

Thomas Paluska, of Louder, Ill., was awarded the sweepstakes prize on corn, his exhibit being a sample of Reid's Yellow dent. The first prize on large white dent went to H. B. Skien, Dilworth, Okla.; on Boone County white to Hugh Campbell, Ottawa, Kan.; on Johnston County to H. K. Mountz, Wichita; on legal tender to Claude Ball, Wichita; and on calico corn to Geo. T. Grandfield, Wichita.

Improved Kherson Oats.

Oats is a crop poorly adapted to Nebraska conditions, so several years ago an attempt was made to select and multiply those strains that gave promise of being fairly well adapted to the climate of Nebraska. The experiment was made by the Nebraska Experiment Station and has been quite successful.

Kherson oats was the most commonly grown variety and possessed many desirable characteristics, so it was chosen as the foundation for improvement. In 1907, 750 heads were selected at random from a field of Kherson oats originating from an 1896 importation from Russia. In selecting these heads, care was taken that they should conform to the general Kherson type and contain not less than 50 seeds.

In 1908, 50 seeds from each head were planted in individual 2-foot rows spaced 10 inches apart. When these matured, all except the 75 most promising strains were discarded. These were planted in 1910 in 12.5-ft. nursery rows—the entire series being repeated 10 times.

In the 6-year nursery test, 25 strains have yielded better than the original seed, while 15 strains have yielded less. The two best strains have yielded nearly five bushels better. The grain of the original Kherson oats is chiefly yellow but the two highest ranking strains are light yellow and white. The white strain has yielded only 0.18 bus. less per acre than the yellow variety and appears equally meritorious in other regards; this strain was considered the most worthy of increase and dissemination.

In 1916, the yield per acre for a 10-acre field was 78.2 bus. This seed was distributed to farmers during the early spring of 1917 under the name of Nebraska No. 21 oats. Kherson oats No. 21, of a white color, yielded an average of 61.9 bus. per acre from 1913 to 1916. For the same period, the original Kherson, yellow, yielded 54.1 bus. per acre. The yield of Burt, reddish yellow color, for the same period was 64.5 bus. The Texas Red oats gave a yield of 62.3 bus. per acre. These yields show a very important improvement over the original Kherson oats.

Horse Publicity Ass'n.

To present the facts on the comparative costs between gasoline and horse power for haulage and farm work there was organized recently at New York the "Horse Publicity Ass'n" by the following leaders in the hay, oats and feed trade: L. G. Leverich, Clarence S. Betts, Harry G. Gere, J. C. Overfield, J. W. Gasteiger, Jr., H. K. Palmer, H. S. Lockwood, Thos. M. Blake, E. A. Dillenbeck, Roscoe Tygert, Fred M. Williams, J. C. Rush, Frank Dusenberry and S. A. Vroman, pres. of the New York Hay Exchange Ass'n.

Intense interest was shown in the subject and after a general discussion it was decided to form a temporary organization to perfect preliminaries for a general meeting to be held in October, to which all the interests identified with advertising the horse will be invited, and a permanent ass'n formed for exploiting the horse.

The following officers were elected: pres., Fred M. Williams; sec'y, Leonard Gibson; treas., Thomas M. Blake. The meeting adjourned subject to the call of the chairman.

Fined for Issuing Fictitious Bs/L.

About two years ago, in 1917, August Ferger, then President of the Ferger Grain Co. of Cincinnati, O., together with two employees, Robert Rasch and Thomas Dugan, was indicted by the Federal Grand Jury on a charge of making and using fictitious Bs/L in obtaining \$22,000 from the Second Nat'l bank of Cincinnati. Without going to trial, the case was appealed to the U. S. Supreme Court on the claim of unconstitutionality of the law that made the issuing of fictitious Bs/L an offense. The court sustained the law and Ferger, Rasch and Dugan pleaded guilty.

The case was recently brot before the U. S. District Court, Judge Hollister presiding, and the counsel for Ferger and his associates invoked the mercy of the court and admitted the guilt of his clients as to the fictitious Bs/L indictment and to a charge on conspiracy in the same transaction.

The counsel for Ferger claimed that there was no intention to damage or defraud the bank and that the whole loan was repaid before the government began investigation and prosecution. He argued that the Ferger Co. had \$125,000 assets in excess of all liabilities and that it was not possible for the bank to lose by the occurrence. The cause for issuing the fictitious Bs/L was a financial pressure at the time because they could not readily collect \$50,000 then due from the government, it was claimed.

Mr. Ferger has had to sell his home and is now an employee of the firm that took over the business that formerly bore his name. It was claimed that Rasch and Dugan were only employees and had simply followed out the instructions of their employer.

Judge Hollister refrained from invoking a prison sentence, he said, because he was convinced that the offense was committed without the intention to defraud anyone. He ordered a fine of \$4,000 against Ferger on the indictment of making and issuing fictitious Bs/L and \$1,000 on the conspiracy indictment. The other men were fined \$500 each. This is the first conviction under the new law.

Community Millers to Meet.

A special invitation is extended to grain men of the Northwest to attend the district meeting of the Northwestern Community Millers, to be held at the West Hotel, Minneapolis, Minn., on Friday and Saturday, Oct. 24 and 25.

Considerable interest is being manifested by the country grain elevators, particularly the farmers co-operative organizations, in the small milling industry in the Northwest, and it is expected that a large number of grain men will attend this meeting.

The purpose is to get the small millers of this district into a closer working organization so as to enable them to solve such problems as are common to the small milling industry of this particular territory.

A very interesting and elaborate program is offered at this meeting, where subjects of vital importance to the small mills will be thoroly discussed by men of broad experience in the milling business and of national reputation. There will be organized a subsidiary branch organization of the national association of the Community Millers, and district officers will be elected.

THE "ABSENTEE VOTING BILL" to be voted upon by voters of New York specifies that a general law be enacted to enable those who are absent at the time of election to vote and for the return and canvass of their votes in the election district in which they reside. The successful ratification of this bill will enable thousands of travelling men to cast their votes. After New York amends her constitution to this effect it is probable that many other states will follow.



Heads of 60-Day, Greatly Resembling Improved Kherson Oats.

Hedging Transactions in Grain Futures.

By ROLLIN E. SMITH, CHICAGO.

Author of "Hedging in the Future Markets."

Hedging, in its simplest form, is the selling of grain, by someone who owns it, in the pit or futures market at a grain exchange for delivery at some future time—some specified month. In practice, however, hedging diverges from this simple form into a maze of intricacies and becomes a great commercial system, interwoven with speculation and complicating features difficult for an outsider to understand. Yet every transaction can be separated from the maze, whereupon it becomes as simple as the proposition submitted in the opening sentence of this paragraph.

Those who use the futures markets for hedging purposes may arbitrarily be divided into two classes, namely, those who SELL futures against grain they own, and those who BUY futures in the pit against sales of "cash" grain (actual grain) made to other parties, or against sales of flour. There are several subdivisions of these two general classes. Among those who are interested in pit transactions, still another class may be mentioned. That is, speculators—men who are solely interested in price fluctuations and whose profits—or losses—depend upon the success with which such changes are calculated. Their trading, taken as a whole, serves an economic purpose, for it gives breadth to the market, without which hedging could not be done in large volume. And without hedging markets, the producer would be forced to carry the bulk of his crops and market them gradually, or sell it at a price that would induce someone else to do so.

Perhaps it should be said at this point that the chief purpose of hedging sales against grain, and of purchases of futures against sales of flour or grain to be delivered later, is to insure a small profit on commercial transactions, which might be lost through price changes. Although every transaction in the pit is a contract to deliver, or to take delivery of, a certain amount of grain, a very small part of the grain so traded in is ever actually delivered—that is, on the contracts made in the pit. The grain is delivered, but in a different way and to different parties than those who made the original contracts in the pit. This will be explained in detail further on. Yet grain frequently is actually delivered on contracts so made—it may be to a mill, to an elevator company, an exporter or to a speculator. This, also, will be gone into in detail.

Those who SELL futures in the pit as a hedge against grain they own are: Line elevator companies, i. e., companies having a "line" of elevators at country railway stations; country shippers, i. e., "independent" elevator companies, and farmers' elevator companies; occasional big farmers, and, at market centers, terminal elevator companies.

On the other side, those who BUY futures as a hedge against sales of flour or grain are: mills; local shippers at every market center; grain commission houses, and exporters at the seaboard.

It could hardly be expected that the daily transaction of the foregoing buyers and sellers in the futures markets of the different grain exchanges would just balance. Such a thing is, in fact, altogether out of the question—an impossibility. The balance in the futures markets is maintained by speculative transactions. Without these, hedging could not always be done, for the markets would be too narrow.

This brings us to the third class in the market, the speculative interests, which may be subdivided as follows: The scalpers, other professional traders, spreaders, and "the public."

The three classes mentioned makes the futures markets.

In August, in the winter wheat markets, and beginning about September 1 at the spring

wheat centers, and during the following three or four months, hedging is the heaviest; for then it is that the wheat and oats crops are moving most freely. Hedging the new corn crop movement is unimportant until December 1.

Hedging begins in a small way. The first indication of it is the selling of a few thousand bushels of grain in the pit, usually in the morning, by line elevator company brokers, or by commission houses representing country elevator companies. The orders to sell may be for 1,200, 2,000 or 5,000 bushels or upwards.

A line elevator company having fifty houses, say, in the country, may buy 1,000 bushels or more of wheat a day at each station when the crop is moving freely. The business of such companies is to buy grain on a reasonable margin and to sell it as quickly as possible after buying. To carry grain even twenty-four hours after buying is to speculate; for the price the following day would probably be either higher or lower. As it is impossible immediately to sell the grain bought in the country (that is, always to do so—sometimes it can be done) elevator companies sell as much in the pit or futures market in the morning as they bought in the country the previous day. In the instance of the line elevator company buying 1,000 bushels a day at each of its fifty country houses, the company would sell 50,000 bushels a day in the pit, probably the first thing on the opening of the market. The agent of each country house advises the company by wire every day of the amount purchased. During the heaviest of the crop movement the elevator companies sometimes anticipate the day's purchases in the country and sell approximately as much during the day as will be bought, instead of waiting until the next morning. This is only done when the market is weak and has a declining tendency. At the beginning of the crop movement hedging is mostly in the September option or delivery. That is, a contract is made to deliver the grain in September. [Copyrighted.]

[To be continued.]

Buckwheat Crop Reports.

[Continued from page 622.]

ity of grain this year is above the average and up to the present there has been no rain, so it likely will be shipped in good shape.—Larowe Buckwheat Flour Corporation.

Wilkes-Barre, Pa., Oct. 8.—We find the acreage of buckwheat to be about 85%, and the yield close to 100%. The quality of the new grain that we have received so far has been very good, in fact much better than last year. We think the farmers in this state are showing a tendency to decrease the acreage of buckwheat. We are offering the farmers from \$2.75 to \$3.00 per 100 lbs. delivered at our mills.—Miner Hillard Milling Co.

Janesville, Wis., Oct. 1.—The new crop of buckwheat in the United States reached maturity with less than the usual damage but has yet to pass the most critical stage (from a milling standpoint) between cutting and threshing. Since harvest, in some sections, frequent rains have already caused some injury and a period of dry weather must ensue before there can be a free movement of the crop. Buckwheat mills will require for their early shipments this year less than half the usual amount

of grain for they have booked less than half the usual number of orders due to the large amount of flour carried over by shippers. We anticipate that the value of corn will be the dominating factor in fixing the price of buckwheat this season and that while prices of the very first shipments may be on a somewhat higher basis due to the competitive bidding of millers yet that there is apt to be some decline from the opening prices to the basis that we have indicated.—Blodgett-Holmes Co.

Grain Scale Testing.

By M. H. LADD, CHIEF WEIGHER, MILWAUKEE CHAMBER OF COMMERCE.

It is an understood fact, of course, that a very important factor in the service rendered by the weighing department of any terminal grain market is the testing of the scales used for the weighing of grain.

At any up-to-date grain market where the weighing is under chamber of commerce board of trade or state supervision the facilities used for weighing grain, as well as the equipment used for handling grain to and from scales, must meet with the requirements of the department having supervision over the weights.

In order to determine whether there are any foundation weaknesses or whether there is any binding of parts when the scale is under a heavy load, a loaded railroad car is placed on the scale and the ten ton testing load is then applied to the scale platform at both ends of the freight car.

When testing grain hopper scales, from two to five tons of standard test weights are used, depending upon the capacity of the scale, and the scales are tested both empty and under load.

All scales, elevating legs, loading spouts and any other handling facilities having bearing on the accurate weighing of grain are subjected to rigid inspections at frequent intervals by employees of the Milwaukee Weighing Department. All scales are tested at regular intervals by the scale experts in the employ of this department, and the accompanying photograph shows the equipment used in testing of railroad track scales. The short wheelbase truck is equipped with an independent steel platform, and the truck and platform are sealed to 1,000 lbs. Nineteen thousand pounds of standard 50 lb. test weights are then loaded onto the truck giving a total weight of 20,000 lbs., or 20 tons, and all track scales under Weighing Department supervision are given a sectional test with this amount of weight.

AGITATION FOR A LOWER WHEAT price to reduce the cost of living is a popular fallacy according to Julius Barnes, U. S. Wheat Director. The guaranteed price of \$2.05 to the farmer in the U. S. is considerably below the world market price and there is no profiteering in wheat and wheat products. Other countries have paid \$4.33 per bushel for wheat and the present world price is \$2.46. Mr. Barnes says that food products are 200% higher in Great Britain, France and Italy than they are here.



Equipment Used in Testing Track Scales at Milwaukee.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Clarksville, Ark.—There are no carlot shippers except ourselves and our shipments are not home grown.—Laser Grain Co.

Little Rock, Ark.—The Bowen Mill Products Co. and the J. Daniel Mill & Elvtr. Co. have been admitted to membership in the Board of Trade.—A. Probst, sec'y.

Little Rock, Ark.—The framework of the new \$75,000 elvtr. of the Daniel Mill & Elvtr. Co. is ready for the galvanized siding. The company is also building a large warehouse adjacent to the elvtr.

CANADA

Montreal, Que.—A. G. McBean, one of the oldest members of the Board of Trade, died Oct. 3, at the age of 79. He is survived by his widow and one daughter.

Melita, Man.—The Melita Flour Mills Co. held a meeting recently and voted to dispose of the mill and elvtr it has owned and operated for the last 20 years. The plant is valued at \$30,000.

Port Colborne, Ont.—The wrecking of the Government elvtr., wrecked by a dust explosion Aug. 9, has been commenced, but the engineers in charge say that it will be a long, tedious and dangerous job.

Ottawa, Ont.—Sir Geo. Foster, minister of trade and commerce, has given notice of an amendment to the grain act, providing that in the month of August of each year after the crop year ending Aug. 31, 1919, stock shall be taken of the quantity of each grade of grain in terminal elvtrs.

WINNIPEG LETTER.

Winnipeg, Man.—The plant of the Ogilvie Flour Mills Co. was recently threatened by fire when a nail among some oats being ground came in contact with the crusher. The blaze, altho it had gained considerable headway, was put out by the company's own fire dept. and most of the damage was by water.

On Oct. 1 facilities were provided on the Grain Exchange for trading in rye for future delivery and a considerable number of trades have already been effected for delivery in November. The Council of the Exchange has set the contract grade of rye at 2 C. W., with the privilege of delivering on contracts higher grade rye at the same price.—J. T. Irving, ass't sec'y.

The following transfers of membership in the Grain Exchange have been made: F. J. Anderson to E. S. Fairbanks, Winnipeg; H. J. Quinn to W. Ross Alger, Edmonton; J. T. Hickman to R. M. MacInnes, Winnipeg; G. A. McDonogh to C. B. Piper, Minneapolis; C. W. McMillan to G. C. Leitch, J. A. Gallie to P. K. Corcoran, W. A. Anderson to P. H. Dons, W. T. Maddaford to F. A. Giddings, G. C. Leitch to A. F. Meis, J. T. P. Scott Estate to G. A. Lawrence, all of Winnipeg, and C. E. Hall to J. E. Hall, Vancouver.—J. T. Irving, ass't sec'y.

CALIFORNIA

Oakland, Cal.—The recently incorporated Western Milling Co. has bot a 5-acre site on the Tidal Canal and will build a large elvtr. and mill.

COLORADO

Denver, Colo.—We have opened an office at this point during the last month, in the Cooper Building and have secured the services of J. P. McLain as mgr. He was formerly with the Vincent Grain Co. of Omaha. Mr. McLain has had a wide experience in the grain business, having been road solicitor for the firm mentioned above. We found it necessary to open an office at this point to take care of the Western trade we had, which is increasing daily.—Fred W. Elder, Hastings, Neb.

Denver, Colo.—J. W. Conley, formerly with the Flaney Grain Co. at this market, has formed the Conley-Ross Grain Co., in conjunction with J. P. Ross and Paul Holmquist, formerly of the Western Grain Co. The new company will occupy the offices of the last named firm in the Cooper Bldg.

IDAHO

Caldwell, Ida.—Interstate Warehouse Co. incorporated; capital stock, \$100,000; incorporators, B. M. Holt, A. B. Cornell, J. J. Marsh, H. B. Scatterday and Ella F. Holt. Branch houses of the company will be maintained at Salt Lake, Utah, Portland, Ore., Homedale, Parma and other Idaho towns and construction will commence this winter on a grain elvtr. of 50,000 or 60,000-bu. capacity and a seed house of from 50,000 to 100,000 bu. capacity in this city near Main street north of the building now occupied by the Holt Seed Co. Warehouses will also be constructed in Homedale, Parma and other Idaho towns in which the new company will operate. Buildings are all ready owned in Salt Lake and Portland. The new company will operate in connection with the Holt Seed Co. Another feature of the construction of the Caldwell elvtrs. will be the building of a spur track from the Oregon Short Line main road to facilitate the handling of the products. It was the inability of obtaining this track which has prevented for two years the building of the warehouses, according to Mr. Holt. The Caldwell warehouses will be the largest seed storage building in Idaho, says Mr. Holt, who has been in business in Caldwell for 10 years and who organized the Holt Seed Co. 3 years ago.

ILLINOIS

Milford, Ill.—W. W. Evans is not in business here now.—C. B.

Havana, Ill.—McFadden & Co. are remodeling their elvtr. here.

Hartsburg, Ill.—E. C. Bowles has bot the elvtr. of Chas Miller.

Polo, Ill.—Thomas Cashman of Godell, Ia., has bot my elvtr.—T. W. Coffman.

Meekin (formerly German Valley), Ill.—G. H. Scott is mgr. for the Farmers Grain Co.

Calvin, Ill.—The new 10,000-bu. crib and elvtr. of Tom Baulthinghouse has been completed.

Lincoln, Ill.—Carl Dehner is now in charge of the office of the Conover Grain Co. here.

Sadorus, Ill.—McCreery & Co., of Peoria, have bot the 60,000-bu. elvtr. of Stevens & Freeman.

Lane, Ill.—Fred Woodward has succeeded R. H. Thompson as mgr. for the Harrison Ward Grain Co.

Randolph, Ill.—C. E. Graves of Weldon, is in charge of the elvtr. of the Randolph Co-operative Grain Co.

Woodland, Ill.—I have severed my connection with the Farmers Elvtr. Co.—Wm. T. Kasten, formerly mgr.

Mt. Auburn, Ill.—Lynn Hight of Decatur has succeeded L. S. Stucky as mgr. of the elvtr. of Hight & Cline.

Rochester, Ill.—We are not in any way connected with the Weiler Grain Co. at St. Louis, Mo.—Twist Bros.

Bourbon, Ill.—Rollie Poe has bot a half interest in the elvtr. here and will move to this city to take charge of it.

Wenona, Ill.—S. A. Becknor was the man who bot my elvtr. I am entirely out of the business.—W. H. Tallyn.

Allenville, Ill.—We will operate our recently purchased elvtr. as the Allenville Grain Co.—Rose & McDavid, per J. W. B.

Burgess, Ill.—We have bot the elvtr. of the Center Lumber Co. and are now in possession.—Roberts & Pearson, Maquon, Ill.

Streator, Ill.—C. A. Bryant is now a telegrapher for the Shaffer & Stream Grain Co. here.

Jerseyville, Ill.—E. Cockrell & Sons have remodeled their elvtr. and installed a Randolph Grain Drier of 3,000 bus. capacity.

Decatur, Ill.—I am now with the Grenada Feed Milling Co. at Grenada, Miss.—M. F. Forsyth, formerly supt. I. C. Elvtr. Co.

Augusta, Ill.—The old Farmers Elvtr. Co. will incorporate under the name of the Farmers Co-operative Co. with a capital stock of \$40,000.

Oakland, Ill.—Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, F. Roach, D. Seymour and J. W. Johnson.

Campus, Ill.—Roy C. Dunsette, mgr. of the Campus Grain Co., has resigned and will move to Kappa, but will not engage in the grain business.

Heman (Warrensburg p. o.), Ill.—I have sold my elvtr. to the Heman Farmers Co-operative Co. for \$25,000. Possession given Oct. 9.—Victor Dewein.

Tremont, Ill.—Geo. Bowman, of Peoria, has bot the farm of Harold Dean and has turned over the elvtrs. here and at Menert as part of the transaction.

Morris, Ill.—The Morris Grain Co. is tearing down an addition to its elvtr. here and will move it 4 miles to a site on the F. & I. Union Ry. for a small elvtr.

Cooksville, Ill.—The new elvtr. of the Cooksville Grain Co. will be of reinforced concrete and will have 60,000-bu. capacity. The old elvtr. was burned Sept. 2.

Carbondale, Ill.—L. D. Mohlenbrock of Bloomington is mgr. of the Carbondale Mill & Elvtr. Co., relieving Pres. Henry Mueller, who has been acting mgr. for some time.

Farmersville, Ill.—Our elvtr. is now completed. We were hard pressed to handle the other crops but we are in fine shape for corn.—Farmers Co-operative Elvtr. Co.

Burnett (Buda p. o.), Ill.—The recently organized Farmers Co-operative Elvtr. Co. has bot the elvtr. formerly operated by Mallett & Code. Jno. Brady is sec'y and E. E. Smith mgr.

Palmyra, Ill.—Officers of our company are: F. L. Chile, pres.; L. H. Nefong, treas.-sec'y, and H. H. Duncan, gen. mgr. We are figuring on a new elvtr. to be built in the spring.—Duncan Grain Co.

Tuscola, Ill.—We are remodeling our elvtr. on I. C. tracks, increasing our dump capacity, and building a feed warehouse. We will handle mill feeds and seeds in addition to grain.—Tuscola Grain Co.

Maroa, Ill.—W. C. McGuire and T. H. Wright have bot the 65,000-bu. elvtr. of W. W. Myers and will take possession Oct. 15. Mr. Wright, formerly mgr. for the elvtr. of the American Grain Co. here, will be mgr.

Port Byron, Ill.—The following officers were elected at a recent meeting of the Port Byron Grain & Fuel Co.: Wm. Roberts, pres.; B. M. F. Michael's, vice-pres.; Frank H. Schafer, sec'y, and David H. Schafer, mgr.

Troy, Ill.—The official opening of the new elvtr. of the Troy Grain Co. will be celebrated by a picnic and chicken fry Oct. 18. The new house cost \$10,000 and has a capacity of 15,000 bus. and is operated by electricity.

Stonington, Ill.—Otto Young of Boody has bot the elvtr. of the Alward-Zeigler Grain Co. and will take possession Dec. 1. The elvtr. is known as the Jostes Elvtr., having been owned by B. F. Jostes for a number of years.

Middlebury (Earlville p. o.), Ill.—The new 15,000-bu. elvtr. of the J. M. Bergeson has been completed and is in operation under the charge of Chas. Pretzing. The elvtr. is constructed of hollow tile and concrete and is guaranteed rat and fire proof.

Granite City, Ill.—The Temtor Corn & Products Co. was incorporated Oct. 4 to take over the plant of the Corn Products Refining Co., recently bot by the Best-Clymer Manufacturing Co. of St. Louis. M. G. Clymer will be mgr. of the new company.

Peoria, Ill.—T. A. Grier, for many years in the grain business at this market, and now head of T. A. Grier & Co., has been seriously ill for the last few days, but is believed out of danger and on the road to recovery. His many friends are all hoping to see him on 'change before long.

Farmersville, Ill.—Our elvtr. is complete and ready for grain.—Farmersville Co-operative Elvtr. Co.

Chenoa, Ill.—The Farmers Co-operative Grain Co. is being organized with a capital stock of \$60,000. The company will buy grain here and at Ballard and will either buy or build elvtrs. at both stations. Directors are: J. C. Heins, I. H. Nagel, D. F. Ehrhardt, L. Elson and E. B. Streid.

Stockton, Ill.—The office of the elvtr. of R. L. Coomber has been enlarged and greatly improved, a 12 ft. addition having been built and a cement foundation put under the whole building. A new roof and siding for the office and a coat of paint has made everything look quite new.—W. M.

Bloomington, Ill.—Sec'y A. N. Steinhart of the Farmers Grain Dealers Ass'n for the last 7 years, has resigned on account of ill health. He will, however, establish a grain commission house in Indianapolis, Ind., in conjunction with Homer Bell, former mgr. of the Farmers Elvtr. Co. at Watseka, Ill.

Ogden, Ill.—Frank Fentor, mgr. of the Farmers Elvtr. Co., was caught in a belt in the elvtr. machinery Sept. 23 and but for the fact that his clothing gave way he would have been instantly killed. He was thrown against the concrete wall with great force and sustained a goodly number of painful bruises, but he was not seriously hurt.

Little York, Ill.—The case of Shugart and Meginnis, formerly operating the Little York Grain Co., against Wm. Paine for alleged non-delivery of yellow corn on contract, was decided in favor of the plaintiffs, Sept. 25th. Damages of \$2,499.02 were awarded because of Payne's alleged failure to keep his contract to deliver 10,000 bus. of corn in Dec., 1917.

Peoria, Ill.—E. V. Maltby, Jas. A. Waring, Samuel Thomas and C. S. Cochran have sold their interests in T. A. Grier & Co. and have bot the S. C. Bartlett Co., Inc., with offices in the Board of Trade Bldg. The Bartlett company has elvtr. holdings at Akron, Radnor, Buda, Langley, Hahnaman, Nelson, Fairbury and Lodeman, Ill. It will continue to do a general grain commission business. New officers are: E. V. Maltby, pres.; J. A. Waring, vice-pres. and gen. mgr.; C. S. Cochran, sec'y, and Samuel Thomas, treas. T. A. Grier will continue the business of T. A. Grier & Co.

Shannon, Ill.—The Shannon Elvtr. Co., Inc., is successor to J. B. Backer at this station, taking possession Oct. 1. The elvtr. has been moved to our own ground and a 7 ft. concrete basement placed under it; engine is in a concrete fire-proof building; office has been enlarged and many other improvements made; a steel roof will soon be placed and as we have the building nearly 2 blocks from the fire limits and no other building closer than 100 ft., we feel that we are in a very fine location and have been told by travelers that we have the best of improvements.—Alfred Cram, mgr., Shannon Elvtr. Co.

Allenville, Ill.—Edward Morris of Mattoon was found "not guilty" to a charge of burning the Allenville Elvtr. by a jury in the circuit court of Moultrie county, Oct. 4. The crime for which Morris was indicted and tried was the burning of an elvtr. here owned by Jesse Taber at that time. The building was destroyed on the night of Nov. 4, 1916. The case was placed in the hands of the state fire marshal's office in Springfield, and James Thompson and Thomas Carr were soon placed under arrest, charged with the crime. These men are now serving terms in the Chester prison, having pleaded guilty to participation in the crime. They implicated Morris in their confessions, and as a result the grand jury of Moultrie county returned an indictment against him, charging arson.

The Theodore Roosevelt Memorial Ass'n has set \$750,000 as the apportionment of Illinois in the drive to raise \$5,000,000 for the erection of physical and spiritual memorials, monuments and endowment funds, which will keep alive the particular brand of Americanism made definite over the world by association with the word "Roosevelt," and the drive will surely develop into a contest in Americanism between the commonwealths. The drive will be on during the week Oct. 20 to 27. Each contributor to the fund, be he a schoolchild with a proud penny or capitalist with cool hundred-thousand dollar checks, will receive a certificate handsomely printed and sealed, attesting not only the bearer's love for the great patriot but his personal and hearty endorsement of the Rooseveltian brand of Americanism.

CHICAGO NOTES.

The rate of interest on advances for Oct. has been fixed by the Finance Com'te at 6½%.

H. M. Walker, well known in grain circles and brother of Judge Walker, died Sept. 26.

Simons, Day & Co. have taken over two more vacant offices in the Postal Telegraph Bldg., thus greatly enlarging their quarters.

Wm. Burroughs, for many years with the old firm of Schwartz, Dupee & Co. and for the last 10 years with W. H. Calvin & Co., died Oct. 6.

Members of the Board of Trade will hear Julius H. Barnes talk of current topics of interest to them in October, and on the same evening will tender him a banquet at the Blackstone Hotel.

Albert Charrlin, of Sioux Falls, S. D., is now on the road for C. H. Thayer & Co. He will travel southern S. D., northwestern Iowa and southwestern Minn., keeping his headquarters at Sioux Falls.

The old question of a new home for the Board of Trade is again being discussed very thoroly. At present the plans are to build a 17-story building on the site of the present one, the new one to cost \$5,000,000.

The directors of the Board of Trade have ruled that corporations, partnerships, pools or ass'ns of members to divide brokerage earnings is not permissible, and is prohibited. The absorption by a broker of any of the expenses connected with the business of another member, firm or corporation is a violation of the rules.

The Board of Trade has posted an amendment to its rules for ballot, whereby no member, firm, or corporation can accept or clear traders or accept orders to be executed for any employe of a member, firm, or corporation unless written consent has been secured. An amendment to increase the commission rates on job lots of grain to \$3.50 per 1,000 bus. was also ordered posted for ballot.

The selling price of Board of Trade memberships hovers around \$10,350, or \$10,000 net. New members of the Board of Trade are: Victor E. Herter, Leopold S. Bache, Edwin K. Scheffel, James T. Gwathmey, Sol Wexler, C. D. Edinburg, Arthur F. Broderick, L. H. Worth, Michael F. Cudahy, Wallace Templeton and A. G. Sprague. Memberships transferred were: M. L. Harrison, F. D. Countiss, J. E. Templeton, Wm. S. Champ, H. L. Cabell, Jno. C. Ross, J. S. Templeton and Wm. R. Craig. The membership of the estate of Robt. Pringle was posted for transfer.

The paragraph in this column Sept. 10 with regard to demurrage bills on grain in the Hammond district, is set aside by the following note from the Railroad Administration to J. S. Brown, manager of the Transportation Dept. of the Board of Trade: Referring to our letter of Sept. 3, wherein we authorized that on cars of grain held by the C. I. & L. C. & O., Erie, and N. Y. C. railroads in the Hammond District, for inspection by the State Grain Inspection Department, the free time should be based upon the time of reporting of such inspection by the Inspection Department, rather than upon the bulletining of the cars at the yard offices. Would state that we have been overruled in our decision in this matter, therefore the arrangement above outlined ceased with Sept. 30, 1919.

INDIANA

Evansville, Ind.—Igleheart Bros. have bot the elvtr. of Michael D. Helfrich.

Ray, Ind.—The Co-operative Ass'n of Montgomery has taken over the elvtr. here.

Portland, Ind.—The Haynes Milling Co. has remodeled its plant and installed a 3,000-bu. Randolph Grain Drier.

Buck Creek, Ind.—I have succeeded H. J. Casely as mgr. of the Farmers Co-operative Ass'n.—C. C. Chisson.

Russellville, Ind.—Work on the elvtr. of Hargrave Bros. is nearing completion and the machinery will be installed soon.

Earl Park, Ind.—Farmers Elvtr. Co. incorporated; capital stock, \$50,000; incorporators, Frank H. Hardebeck, S. N. Geary, Ed. J. Funk and Geo. Benner. The company recently bot the elvtr. of the Flinn Grain Co.

Indianapolis, Ind.—The Indiana Elvtr. & Feed Co., formerly the Indiana Elvtr. Co., of Louisville, Ky., has qualified to do business in this state, \$100,000 of its capital stock being represented in Indiana. M. L. Wiest of this city is the agt. here.

Kennard, Ind.—I have bot the elvtr. of Shirley Bros. and will operate under the name of the Kennard Grain Co.—Wm. M. Graves.

Messick, Ind.—Conway Bros. have sold their elvtr. here to P. W. Millikan, who is again in the grain business.—E. A. Morris, Newcastle, Ind.

Tab, Ind.—Some repairing is being done in the elvtr. of F. R. Pence by the Efficient Erecting Co. A Western Sheller and Cleaner are being installed.

Alert, Ind.—The Kelly Grain & Flour Exchange has bot the elvtr. of the Blish Milling Co. Sam. John and Geo. Kelly recently organized the exchange.

Gessie, Ind.—A farmers' elvtr. company has been formed here, but as the elvtr. of Mr. Hill is held at too high a price for them, nothing further is being done at present.

Oaktown, Ind.—C. Johnson, employed at the elvtr. of the R. L. Bond Estate, and a friend, were recently held up by a trio of bandits and severely beaten with an auto crank. Help arrived in time to prevent any fatalities.

IOWA

Des Moines, Ia.—Max M. Patton died recently.

Yetter, Ia.—The Farmers Grain Co. has been dissolved.

Ooheydan, Ia.—We have succeeded Callender Bros.—Callender & Williams.

Godell, Ia.—Thomas Cashman has bot the elvtr. of T. W. Coffman at Polo, Ill.

Dows, Ia.—Art Shellington of Popejoy is now mgr. for the Farmers Elvtr. Co.

Webster City, Ia.—The Farmers Elvtr. Co. is installing a new scale in its elvtr.

Bode, Ia.—O. U. Johnson, of Jewell, is now mgr. for the Farmers Elvtr. Co. here.

Kiron, Ia.—Wm. Lindburg has bot the elvtr. of the Trans-Mississippi Grain Co. here.

Hinton, Ia.—G. W. Van Dusen & Co. have installed a Howe Auto Truck Dump.

Fostoria, Ia.—New scales and dumps have been installed in the Farmers Elvtr. Co.

Allison, Ia.—F. A. Hoppner is now mgr. for the Farmers Co-operative Elvtr. Co. here.

Atlantic, Ia.—Levi Spangler, veteran grain dealer, is convalescing from a serious illness.

Calamus, Ia.—We are building a 30,000-bu. elvtr.—Geo. C. Pedersen, mgr., Farmers Elvtr. Co.

Voorhies, Ia.—A new concrete foundation has been put under the elvtr. of the Farmers Elvtr. Co.

Ellston, Ia.—It is reported that the O. A. Talbot Grain Co. will build a new elvtr. here at once.

Oakland (Mt. Pleasant p. o.), Ia.—The Farmers Co-operative Elvtr. Co. has installed new scales.

Algona, Ia.—Russel Wright, who has been employed by the Bowles-Kessler Grain Co., has resigned.

Nevada, Ia.—F. G. Booher was former mgr. for the Farmers Grain Co. O. K. Morrison succeeded him.

West Liberty, Ia.—The elvtr. of G. F. Schaten will be repaired and a new dump and stand of elvtrs. installed.

Gilmore City, Ia.—A new safe and wall cabinet now adorn the wall of the office of the Farmers Elvtr. Co.

Cherokee, Ia.—I am now located here.—A. T. Montgomery, formerly agt. Farmers Mutual Co-operative Co., Hospers.

Sheldon, Ia.—John A. Wolf, of Parker, has bot the elvtr. of Ben Jenkinson here and will take possession Mar. 1, 1920.

Davenport, Ia.—The J. Rosenbaum Grain Co. has opened a local office in the Security Bldg. with Gustave Wiel in charge.

Story City, Ia.—The scale recently installed in our elvtr. was a Fairbanks 10-ton automatic truck scale.—Farmers Grain Co.

Ackley, Ia.—Harry Boyenga has succeeded Fred Berkely as mgr. for the Farmers Elvtr. Co., Mr. Berkely having resigned.

Denison, Ia.—The new elvtr. and seed house of Jacob Weiss & Son will be completed Nov. 1 and will be put into operation.

Paullina, Ia.—C. C. Cannon has bot the Metcalf interests in the Metcalf & Cannon Grain Co. and will operate as Cannon Bros.

Jacobs (Ewart p. o.), Ia.—Clint Vanderveer has bot the grain business of Paul Esler.

Huntington, Ia.—I have sold my elvtr. at Livermore to Max Higgins and bot the elvtr. of Greig & Stockdale here.—C. O. Hoff.

Faulkner, Ia.—John Fisher, an employe of the Farmers Elvtr. Co., has resigned his position and is now located in Mason City.

New Sharon, Ia.—The new concrete elvtr. of H. B. McVeigh is being completed rapidly. It replaces the house burned July 20, 1919.

Lakewood, Ia.—W. A. Kuhl has succeeded H. J. Kuhl as mgr. for the Davenport Elvtr. Co. Mr. Kuhl is a brother of the former mgr.

Hospers, Ia.—I was formerly agt. of the Farmers Mutual Co-operative Co. here but am now at Cherokee, Ia.—A. T. Montgomery.

Lester, Ia.—The new 20,000-bu. elvtr. of the Atlas Elvtr. Co. has just been completed. Its equipment includes 12 bins and 1 elvtr. leg.

Red Oak, Ia.—The new elvtr. of Turner Bros. will be completed Nov. 1. Work has been greatly hampered and delayed by strikes, etc.

Larchwood, Ia.—H. J. Kuhl is mgr. for the Davenport Elvtr. Co. which recently bot the elvtr. of Moreland & Shuttleworth at this point.

Sac City, Ia.—A special meeting of the members of the Farmers Grain Co. has been called and it is rumored that the company will be dissolved.

Clarion, Ia.—J. E. Glindy will have charge of the lumber and coal interests of the Farmers Grain Co. here, but B. A. Bank will continue to look after the grain.

Chatsworth, Ia.—We have just finished installing 1 Fairbanks Morse 10-ton truck scale and 1 Trapp Auto Truck and Wagon Dump.—Lewis Beyers, mgr., Farmers Grain Co.

Haverhill, Ia.—Geo. H. Licktieg is now mgr. for the Farmers Co-operative Exchange, he having resigned his position as mgr. of the Farmers Co-operative Society at Garner.

Lake City, Ia.—L. J. Mighell has sold his elvtr. at Lidderdale and has bot the elvtr. of Updike Grain Co. here. I am still mgr. for him.—D. S. Garby, former mgr. at Lidderdale.

Kingsley, Ia.—Our new elvtr. will be 70 ft. to the roof with an 18 ft. cupola and a 17x23x10 ft. warehouse. Peter Knudsen is pres., E. J. Forbes, sec'y, and myself mgr.—E. M. Parry, Farmers Elvtr. Co.

Madrid, Ia.—The elvtr. of Soderlund Bros. was entered by thieves Sept. 28, and evidently from the battered appearance of the safe, they tried hard to get into it but failed. The loot consisted of an old jacket and a pair of overalls.

Ontario, Ia.—The new Farmers Elvtr. Co. has let contract to the Younglove Construction Co. for a new elvtr. Work will be started at once and is to be completed if possible by Dec. 1. Frank Morris is vice-pres. and Ralph Giese, mgr.

Davenport, Ia.—The American Hominy Co. will build an addition of grain tanks of approximately \$50,000 value. The tanks will be of reinforced concrete and will be started as soon as the building commissioner O.K.'s the plans already submitted to him.

Lidderdale, Ia.—The Farmers Union Grain & Stock Co. has bot the elvtr. of L. J. Mighell, who in turn bot the elvtr. of the Updike Grain Co. at Lake City and I am still his mgr.—D. S. Garby, now mgr. at Lake City.—H. F. Jost is mgr. of Farmers Union Stock & Grain Co.

Rockwell City, Ia.—Work on the new 30,000-bu. elvtr. of the Farmers Elvtr. Co. commenced Oct. 2 and it is hoped to have the house completed by Jan. 1. It will be of tank construction, 32 ft. in diameter and 60 ft. high, and made of vitrified bricks. The cost is given at \$12,000.

Ft. Dodge, Ia.—The Trans-Mississippi Grain Co. has opened an office in this city in the Snell Bldg. with Ward Blount as local mgr. J. J. French, who recently resigned his position with the E. W. Wagner Co., is supt. and will have charge of all the branch offices of the company in this state.

Burlington, Ia.—The buildings of the Iowa Grain & Produce Co. were struck by lightning about 3 a. m., Sept. 30, but the flames were quickly checked. The loss is estimated at \$20,000, well covered by insurance. Most of the damage was due to water with which firemen flooded the building, long after the fire was out. On Oct. 2d flames were discovered in the burned building about 6 a. m. in a pile of sawdust, but no damage resulted.

Atlantic, Ia.—A. L. Hagelberger of Lincoln, Neb., has bot the plant of J. A. Campbell & Son for approximately \$30,000. Possession will be given Dec. 1. The sale does not include the Campbell elvtrs. at Gates and Lorah.

Odebolt, Ia.—The elvtr. of W. P. Adams, containing 30,000 bus. of oats and barley, burned to the ground Sept. 26 with a loss of between \$75,000 to \$100,000. The building was insured. R. B. Adams was at the elvtr. at the time of the fire but his father was visiting in the east. The house will be rebuilt at once.

SIoux CITY LETTER.

Application for membership in the Board of Trade has been made by Clarence Brown of Jefferson and T. J. Scroggs.

Sioux City, Ia.—Two men working on the new Flanley Elvtr. recently lost their balance and fell 64 ft. from a scaffolding. Both were severely injured.

Membership fees in the Board of Trade may at an early date be increased to \$4,000. The members and officers have decided that they need a new exchange building and that a fund for it must be started.

Sioux City, Ia.—The new elvtrs. of the Mystic Milling Co. and Martens-Ketels Milling Co. will be completed and in operation by Oct. 15. The elvtrs. of the Terminal Grain Corporation, the Flanley Grain Co. and the Mariner Terminal Elvtr. Co. will be completed and in operation by Jan. 1.

KANSAS

Mayetta, Kan.—Farmers are organizing to buy or build an elvtr.

Bavaria, Kan.—I am now mgr. for the Farmers Elvtr. Co.—S. F. Lewis.

Utica, Kan.—M. Weatherford has succeeded the Larabee Flour Mills Co. here.—X.

Moscow, Kan.—The Co-operative Elvtr. has been completed and is now in operation.

Piedmont, Kan.—No mill or elvtr. is located at this station as erroneously reported.—X.

Seward, Kan.—I am now mgr. for the Farmers Products & Supply Co.—J. Forrest Moyer.

Sterling, Kan.—H. J. Arnold has let contract for a new mill and elvtr. and work will start at once.

Neodesha, Kan.—The mill and elvtr. of the Land Milling Co. burned Sept. 25 with a total loss.

Emporia, Kan.—C. W. Hoyt & Son are now operating their new elvtr. which has just been completed.

Emporia, Kan.—A. W. Vernon is now mgr. of the grain dept. of the Emporia Elvtr. & Feeding Co.

Mt. Hope, Kan.—We have succeeded the Farmers Elvtr. Co.—Farmers Co-operative Co., per Cloyd Black.

Willis, Kan.—Mr. Clark is now mgr. of the Farmers Union Co-operative Co.—Cain Brunt, mgr., Baker-Crowell Grain Co., Huron.

Garland, Kan.—A 1600-bu. elvtr. built for Wm. Timmis of Medicine Lodge at this station, has been completed.

Aulne, Kan.—The Stafford Milling Co. does not operate here. The Stevens Scott Grain Co. owns our only elvtr.—X.

Carneiro, Kan.—The Ellsworth Mill & Elvtr. Co. has constructed a \$1,200 warehouse, and has installed an 8 h.p. oil engine.—John Terry, mgr.

Turon, Kan.—A \$15,000 fire loss was suffered by the John R. Mills Co. recently when a blaze was discovered in a pile of sacks in a warehouse.

Osage City, Kan.—The Austaett Bros., of Lyndon, have bot the plants of the Osage City Mill & Elvtr. Co. and the Asher Adams Feed Store.

Wichita, Kan.—R. E. Raymond, mgr. of the Raymond Grain Co., has bot the Board of Trade membership of W. L. Williams of Harper.

Abbyville, Kan.—The Reno Flour Mill Co. succeeded the Citizens Grain Co. and The Kansas Flour Mills Co. succeeded the Kansas Grain Co.—X.

Mound City, Kan.—The contract for the new 15,000-bu. reinforced concrete elvtr. of the Associated Mill & Elvtr. Co., Kansas City, Mo., has been let and work of construction has begun.

Stockton, Kan.—Harry Clark has resigned as mgr. for the J. E. Roger Grain Co. and is now mgr. of an elvtr. at Hiawatha.

Plevna, Kan.—Jas. D. Likens is agt. for the Consolidated Flour Mills Co., who recently bot the elvtr. of the Hinshaw Elvtr. Co.

Great Bend, Kan.—The Walnut Creek Milling Co. has let contract to the Burrell Engineering & Construction Co. for a 50x100 ft. concrete addition.

Sylvia, Kan.—We recently bot the elvtr. of the Kansas Flour Mills Co. here but do not intend to operate it at present.—Thompson & Henshaw.

Bloom, Kan.—Fred L. Harter, formerly with the Farmers Grain & Coal Co. at St. John, is mgr. of the new 26,000-bu. elvtr. of the Gould Grain Co. here.

Patterson, Kan.—The Co-operative Equity Exchange does not operate here. The N. Sauer Milling Co. own and operate the only 2 elvtrs. at this station.—X.

Centerville, Kan.—The Associated Mill & Elvtr. Co., of Kansas City, Mo., has let contract for a 15,000-bu. reinforced concrete elvtr. and work has already started.

Penokee, Kan.—The Penokee Farmers Union Co-operative Ass'n has succeeded the Peterson Grain Co.—X.—L. O. Peterson existed in the U. S. Navy when war was declared.

Perth, Kan.—I have resigned as mgr. of the Sumner County Farmers Union Co-operative Co. here and am now mgr. for the Farmers Co-operative Co. at Cedar Vale.—C. E. Stapleman.

Wichita, Kan.—L. E. Phillips, foreman of the elvtr. of the Wichita Flour Mills, was killed instantly when he was caught in a moving belt and was thrown against a concrete wall, fracturing his skull.

Morganville, Kan.—The Associated Mill & Elvtr. Co. of Kansas City, Mo., has bot the plant of the Federated Milling Co. which the milling company recently purchased from the Silver Grain Co.

Paola, Kan.—We have bot the plant of Hamlin & Son here and are now operating it. G. I. Poultryman is our mgr. We have also made some extensive improvements in the plant.—Paola Mill & Elvtr. Co.

Argonia, Kan.—The Argonia Milling & Elvtr. Co. has succeeded the Farmers Elvtr. Co. and also the G. H. Pierce Co. The milling and elvtr. company is owned and operated by G. H. Pierce & Son.—G. H. Pierce.

Hutchinson, Kan.—Ashby Woodson, formerly with the Larabee Flour Mills Corporation at Sioux Falls, S. D., has been transferred to the Hutchinson, Kan., office of the same firm.—F. A. Warner, now local mgr. at Sioux Falls, S. D.

Rosedale, Kan.—M. H. Ross, a state grain weigher at the Kimball Milling Co.'s terminal elvtr., was severely injured when he was caught recently in the ropes of the wheat shovel. Besides a broken leg he suffered many other injuries.

Emporia, Kan.—We have organized and incorporated the Trusler Grain Co. with a capital stock of \$100,000. Our officers are: H. P. Trusler, pres., formerly mgr. grain dept. of Emporia Elvtr. & Feeding Co.; V. B. Holt, vice-pres. and office mgr. in charge of the traffic dept.; L. N. Miller, sec'y; and Jno. B. Woodward, treas., formerly with the Emporia Elvtr. & Feeding Co.—Trusler Grain Co.

Cedar Vale, Kan.—I was formerly agt. for the Sumner County Farmers Union Co-operative Co. at Perth, but am now mgr. of the Cedar Vale Co-operative Co., whose new elvtr. has just been completed and put into operation. The house is equipped with 7 bins, grinder, cleaner, Richardson Automatic Scale, and manlift. We have also a large warehouse for feed and flour. Our officers are: O. D. Sartin, pres.; J. W. Ford, vice-pres.; J. N. Hess, sec'y; and F. W. Webb, treas.—C. E. Stapleton, mgr.

Potter, Kan.—My license was revoked by order or recommendation from the zone mgr. at Kansas City, Mo. I was instructed to resume business on Oct. 1. There was no charge against me relating to my dealings with my trade here or at the terminal market. I may be lame on my interpretation of parliamentary usages and may have gotten some of my reports tangled up, however, I was closed for 20 days and am benefitted by the rest. I will be more exact in future. My elvtr. is again open.—Jas. Robinson.

Hitchman (no p. o.), Kan.—The Farmers Elvtr. Co. has completed its new 16,000-bu. elvtr. It is equipped with cleaner, Richardson Automatic scale, Fairbanks engine and other modern machinery.

Topeka, Kan.—Considerable alarm was felt, Sept. 20, by the employees in the terminal elvtr. of the Golden Belt Grain & Elvtr. Co. when smoke began to fill the elvtr. Examination showed that one of the motors was burning out and no damage resulted except to the motor.

Dalton, Kan.—The elvtr. of the Hunter Milling Co. was recently closed for a week while repairs were made on the dump and driveway, and 2 bins over the driveway were rebuilt. These 2 bins burst, Sept. 29, spilling 4,000 bus. of wheat into the driveway and putting the dump completely out of working condition. No one was injured altho 1 team had just been driven away and 5 others were in line at the office scale.

LOUISIANA

New Orleans, La.—We are not handling grain at present.—B. R. Decker Co.

New Orleans, La.—We are moving our offices from the United Cotton Bldg. to the Canal Bank Bldg.—J. R. Barr.

MARYLAND

BALTIMORE LETTER.

Leonard C. Isbister, agt. of the Bolle-Watson Co., on Sept. 20 was married in Chicago to Miss Mary Bishop.

The Chamber of Commerce and the grain trade at large here was notified by the Grain Corporation that the 30 days storage rule on grain in export elvtrs. would be strictly enforced commencing Oct. 1.

G. Elmer Hofstetter, Curral A. Askew and John G. Oehrl have been admitted to membership in the Chamber of Commerce. The memberships of Henry Trager and John O'Neill have been transferred.—H. S. Herring, sec'y.

MICHIGAN

Elsie, Mich.—We are moving our offices to Lansing.—Hankins Bros.

Vassar, Mich.—The Farmers Elvtr. Co. incorporated; capital stock, \$30,000 to \$100,000.

Lansing, Mich.—We have moved our office from Elsie, Mich., to this city.—Hankins Bros.

Gladwin, Mich.—Farmers are figuring on buying one of the elvtrs. here.—J. H. Ferris, Mt. Pleasant.

Owosso, Mich.—The Isbell Bean Co. has installed a No. 3 Hess Drier and Washer.—J. H. Ferris, Mt. Pleasant.

Lakeview, Mich.—The Gleaner Clearing House Ass'n of Reed City has rebuilt its elvtr., equipping it with a new Clipper Cleaner and larger legs.—J. H. Ferris, Mt. Pleasant.

Harbor Beach, Mich.—The corn elvtr. of the Huron Milling Co., containing 30,000 bus. of corn, burned Sept. 27, with several thousand dollars' loss. The elvtr. will be rebuilt at once.

Stanton, Mich.—A new Clipper Cleaner and new legs have been installed in the elvtr. of the Gleaners Clearing House Ass'n of Reed City at this point.—J. H. Ferris, Mt. Pleasant.

Mt. Pleasant, Mich.—The Harris Milling Co. has bot the old Cornwell Flour Mill at Cadillac and has had the cleaning and elevating machinery overhauled.—J. H. Ferris, Mt. Pleasant.

Lansing, Mich.—The board of directors of the Michigan Bean Jobbers Ass'n met Oct. 7 and re-elected the former sec'y-treas. and arbitration com'te. The traffic com'te will be composed of a traffic mgr. of jobbers in Grand Rapids, Flint, Saginaw, Detroit and Lansing, and the entire list of officers will be published in bulletin form as soon as these com'tes are completed.—F. B. Rees, sec'y.

Detroit, Mich.—The 27th annual convention of the Michigan Bean Jobbers Ass'n was held in this city Sept. 23d to 25th. A new sales contract was adopted, and the convention has under consideration the feasibility of launching an advertising campaign to regain business lost by Michigan jobbers to foreign competitors. Since the signing of the armistice, it was stated, Japan has cut sharply into the Michigan bean trade. Among the speakers were J. C. Hart, Saginaw; G. A. Brown, Detroit; Frank Gerber, Fremont, and Guy W. Rouse, Grand Rapids.

Marshall, Mich.—Frank B. Nowlin of Albion has bot the elvtr. of James C. Beckwith, who has owned and operated it for 32 years.

Coopersville, Mich.—Coopersville Co-operative Elvtr. Co. incorporated; capital stock, \$30,000; incorporators, Geo. Partvliek, J. H. Weigerink, and others.

Reed City, Mich.—The Gleaners Clearing House Ass'n has increased the capacity of its picking rooms and has installed a Clipper Cleaner, new feed grinder, corn sheller and new legs with 8x5 cups.—J. H. Ferris, Mt. Pleasant.

MINNESOTA

Lake Elmo, Minn.—I am agt. for the Equity Exchange here.—E. A. Hasely.

Dawson, Minn.—R. J. Swenson & Co. are operating here. This is a new firm.

Ruthton, Minn.—The Farmers Elvtr. Co. is building a \$20,000 concrete elvtr.

Round Lake, Minn.—Floyd Grimes is now mgr. of the elvtr. for B. B. Anderson.

Hunter, Minn.—J. B. Rubel, of Blue Earth, is now mgr. for the Farmers Elvtr. Co.

Sherburn, Minn.—We have just painted our elvtr.—H. W. Lambie, agt., Farmers Elvtr. Co.

Melvin, Minn.—Mr. Homes has succeeded Mr. Moen as mgr. for the Monarch Elvtr. Co. here.

Ellendale, Minn.—The Farmers Milling & Elvtr. Co. has installed a feed mill in its elvtr.

Garvin, Minn.—Arthur Carlson has succeeded A. L. Colburn as mgr. of the Farmers Elvtr. Co.

New London, Minn.—H. H. Purdy is now in charge of the New London Milling Co.'s plant here.

Luverne, Minn.—The Coffey-Miller Grain Co. has been succeeded by the Mannigel-Moreland Grain Co.

Ellsworth, Minn.—Chas. E. Kelly has succeeded J. Murry as mgr. for the Davenport Elvtr. Co.

Welcome, Minn.—J. A. Bixly, formerly at Garden City, is now mgr. for the Rippe Grain & Milling Co.

Duluth, Minn.—R. B. McLean Co. of Winnipeg has made application for membership in the Board of Trade.

Oakland, Minn.—E. E. Anderson, formerly mgr. for the Farmers Elvtr. Co. here, now has a mill job that he likes better.

Blakely, Minn.—I have increased the capacity of my elvtr. to 20,000 bus. and have installed a dump scale and engine.—J. C. O'Neal.

Ormsby, Minn.—Officers of our company are John Toeft, pres.; R. H. Mueller, sec'y. and myself mgr.—Claus Syverson, Farmers Grain Co.

Bricelyn, Minn.—A. L. Olsen is no longer agt. for S. Feltz Grain & Coal Co. and is now mgr. for the reorganized Farmers Elvtr. Co. here.

Glenwood, Minn.—A. G. Hanson has resigned as mgr. for the Osborne McMillan Elvtr. Co. and is not at present connected with the grain trade.

Delano, Minn.—The Co-operative Farmers Elvtr. Co. has completed its new elvtr. and is taking in grain. D. F. Hoag & Co. had the contract.

Winona, Minn.—Rosenbaum Bros. have bot the terminal elvtr. here formerly owned by the Gould Grain Co.—Wm. C. Renstrom, sec'y, Rosenbaum Bros., Chicago.

Duluth, Minn.—C. T. Mears has been elected to succeed W. B. Joyce as a member of the Arbitration Board of the Board of Trade, Mr. Joyce being elected a director.

Averill, Minn.—The Farmers Elvtr. & Merc. Co. incorporated; capital stock, \$20,000; incorporators, Ole Langseth, Knute Sundt, N. J. Larson and E. Johnson, all of Felton.

Jackson, Minn.—Chas. Evers, formerly agt. of the Farmers Elvtr. Co. at Alpha, is now agt. for the Farmers Elvtr. Co. here.—H. W. Lambie, mgr., Farmers Elvtr. Co., Sherburn.

Minnetota, Minn.—The Dahl Elvtr. Co. has completed its 30,000-bu. cribbed elvtr. containing 16 bins. It is equipped with all the latest devices. The T. E. Ibberson Co. had the contract.

Kenneth, Minn.—Theo. Torgrimson, formerly agt. for the Great Western Grain Co. at Hanska, is now mgr. of the Farmers Elvtr. Co. here.—Lars Gulbrandson, mgr., Eagle Roller Mill Co., Hanska.

Askov, Minn.—We are building a new elvtr. and warehouse and will install new machinery consisting of grinders, conveyors, motors, man-lift, hoists, etc.—N. C. Lawsen, mgr. Askov Co-operative Ass'n.

Currie, Minn.—The Farmers Elvtr. Co. at this station is the one that, according to reports, has been heavily involved, not the elvtr. company at Slayton.—C. W. Rathlisberger, mgr., Farmers Elvtr. Co., Slayton.

Hanska, Minn.—Theo. Torgrimson, for 5 years mgr. for the Great Western Grain Co. here, resigned and is now mgr. of the Farmers Elvtr. Co. of Kenneth. Edwin Helling succeeded him at this station.—Lars Gulbrandson, mgr., Eagle Roller Mill Co.

Slayton, Minn.—I am glad to announce that the reports that we are in financial difficulties are entirely incorrect. The reports circulated should have referred to the Farmers Elvtr. at Currie, Minn.—C. W. Rathlisberger, mgr., Farmers Elvtr. Co.

Duluth, Minn.—Oct. 1 the following inspection fees became effective at this market by order of the Minnesota state grain inspection dept.: Flax and corn, \$1 per car, or 1,000 bus.; inspections of all other grain, 75c, and weighing of all grains, 75c per car, or 1,000 bus.

Alpha, Minn.—F. Matson, formerly agt. for the Farmers Grain Co. at Lakefield, has succeeded Chas. Evers as mgr. of the Farmers Elvtr. Co. here, Mr. Evers now being mgr. for the Farmers Elvtr. Co. at Jackson.—H. A. Lambie, agt., Farmers Elvtr. Co., Sherburn.

Lakefield, Minn.—E. P. Allison, formerly mgr. for the Farmers Co-operative Elvtr. Co. here, bot the elvtr. of the St. John Grain Co. F. Matson, former buyer for the Bennett Grain Co., is now mgr. for the Farmers Elvtr. Co. at Alpha.—H. A. Lambie, mgr., Farmers Elvtr. Co., Sherburn.

Bemidji, Minn.—The Beltrami Elvtr. & Milling Co. has completed its new 28,000-bu. elvtr. and warehouses to replace the ones destroyed by fire last spring. The warehouse is 50x150 ft. and the elvtr. 36x36 ft. and 87½ ft. high, and has 11 bins. It is covered with galvanized iron sheeting. Cleaners, scales and other up-to-date equipment has been installed. Thos. S. Ervin is pres.; H. C. Ervin, Jr., vice-pres.; Geo. Reis, sec'y, and Thos. Hughes, treas.

MINNEAPOLIS LETTER.

The monthly dinner of the Minneapolis Grain Shippers Ass'n was held Oct. 4 in the Viking room of the Radisson Hotel.

The matter of resuming trade in wheat futures early in Jan. for July delivery will be taken up by the grain men at this market with Frank L. Carey, 2d vice-pres. of the Grain Corporation.

At the annual election of the Chamber of Commerce Oct. 2 Wm. Dalrymple was chosen pres.; J. McLeod, vice-pres.; directors, H. P. Gallaher, F. C. Van Dusen, W. T. Fraser, S. J. McCaull and A. L. Searle; Board of Arbitration, H. D. Gee, F. J. Seldi and J. D. Lamb; Board of Appeal, H. G. Fertig, J. A. Mull and W. J. Russell.

The State Railroad and Warehouse Commission has declared the following elvtrs. public: Pillsbury Elvtr., operated by the Andrews Grain Co.; Interior Elvtr., operated by International Grain Co.; Great Northern Elvtr., operated by International Grain Co.; and the Soo Terminal Elvtr., operated by Bartlett-Frazier Co., Minneapolis.

MISSOURI

Iantha, Mo.—I have bot the elvtr. of the Farmers Grain & Implement Co., also all its other interests.—Sterling Stewart.

Springfield, Mo.—The Eisenmayer Mill Co. has erected 2 concrete storage tanks with a 60,000-bu. capacity which cost about \$10,000.

Shelbyville, Mo.—The Farmers Elvtr. Co. has elected J. W. McKethen, pres.; E. W. McKillip, vice-pres.; W. C. Hewitt, sec'y-treas.; B. H. Tonkinson, mgr., and T. C. Robertson, ass't mgr.

Forest City, Mo.—The Farmers Elvtr. Co. has bot suit against G. W. Carter and the G. W. Carter Grain Co. of St. Joseph, Mo., for \$3,100 which the farmers' company allege is due it, for a carload of wheat consigned to the defendants and for which it claims it was to receive cash on delivery at the market price. The plaintiffs allege that payment has been refused so far.

Gilliam, Mo.—R. V. Kirk is now mgr. of the Farmers Elvtr. Co.

Lebanon, Mo.—The new elvtr. of the Farmers Elvtr. & Merc. Co. has been completed and is now in operation.

St. Joseph, Mo.—In spite of all reports being circulated, we will not build anything this winter.—Geo. W. Helm Grain Co.

St. Joseph, Mo.—Carter Grain & Hay Co. incorporated; capital stock, \$5000; incorporators, M. E. and G. W. Carter and A. A. Edson.

Carthage, Mo.—The McDaniel Milling Co. has put a new roof on its 250,000-bu. elvtr., installed new machinery and repaired the plant generally.

Standish, Mo.—The Farmers Co-operative Supply Co. incorporated; capital stock, \$14,000; incorporators, R. W. Brown, Geo. Beckett and R. L. Eiker.

Orrick, Mo.—Darton & Estes have leased the plant of Jos. Darton and will operate mill and elvtr. L. B. Darton and C. B. Estes are members of the new firm.

Nevada, Mo.—The new elvtr. of the Farmers Equity Exchange is nearly completed and the machinery installed in a few days. The elvtr. is of concrete construction.

Nevada, Mo.—The Moss-Ewing and Mead Grain Co., which were recently consolidated and incorporated as the Moss-Mead Grain Co., will build a 100-bbl. mill.

Forest City, Mo.—Philip Schlitzhaus, pres. of the Farmers Elvtr. Co., succeeded me as mgr. for the company when I left.—H. E. Combs, now mgr. Farmers Grain & Trading Co., Haxtum, Colo.

KANSAS CITY LETTER.

The Webber Milling Corporation, of Salina, Kan., will build a 100,000-bu. elvtr.

The 1,000,000-bu. elvtr. addition of the Norris Grain Co. has been completed. The company now has a total capacity of 1,900,000 bus. at this market. Fred Hoose is mgr. of the branch here.

H. M. Woody, inspector at Salina, Kan., has succeeded B. F. Whinnery as a grain inspector in the State Grain Inspection Dept., Mr. Whinnery having resigned to become asst. supt. of the Memphis Elvtr. E. Kennedy is supt. of the Frisco and Memphis elvtrs.

C. B. Warkentin, pres. of the Newton Mill & Elvtr. Co., Newton, and J. H. McNair, supt. and pres. of the Halstead Milling & Elvtr. Co., Halstead, have purchased the controlling interest in the Midland Milling Co. of this city. They will operate as the Midland Flour Milling Co.

J. T. O'Leary, the oldest man in point of service in the weighing dept., has been appointed to the office of supervising weighmaster by J. S. Hart, chief of the grain inspection dept. Mr. O'Leary's duties will be to check up the efficiency of the work being done at the different elvtrs. every day.

Julius Barnes was the guest of honor at the banquet given by the Kansas City Grain Club, Sept. 26. The dinner was an interesting and enjoyable affair. It was given in the St. Francis room of the Hotel Baltimore. Mr. Barnes addressed the diners and gave them much valuable advice as well as clearing up a number of things that have never been quite clear to the trade.

D. F. Piazzek, zone agt. of the U. S. Grain Corporation, has cautioned the members of the Board of Trade not to have any dealings with any unlicensed country firms, as such action will result in the immediate suspension of licenses. This action has become necessary on account of a number of country dealers having failed to comply with the requirement to procure licenses.

ST. LOUIS LETTER.

The Lusk-Stokes Co. went out of business Oct. 1; B. S. Lusk is now associated with his brother, M. D. Lusk, and the new firm is operating under the name of the Lusk Commission Co.

The following important amendments to the rules of the Merchants Exchange governing memberships were adopted at a special election Sept. 15: Until the number of outstanding membership certificates shall be reduced by purchase, redemption or forfeiture to 500, the Board of Directors shall hereafter, at their first regular meeting in the months of January and July, respectively, fix the redemption value of such certificates, which shall in no event be

less than the amount ascertained by dividing the valuation of the assets of the Exchange, as shown by the last report of the treasurer of the Exchange, by the number of membership certificates outstanding, and the sum so fixed shall be the amount to be paid by the Exchange for all certificates presented for purchase or redemption by the Exchange, until duly changed by the board of directors in accordance herewith.

MONTANA

Belt, Mont.—The Farmers Mill & Elvtr. Co. has completed its new mill and elvtr.

Perry, Mont.—The elvtr. of the Eastern Montana Elvtr. Co. has been closed for the season.

Rollingstone, Mont.—Schmitt & Speltz have succeeded The Myers Grain & Coal Co. here.—Gus. Vock.

Scobey, Mont.—The Smith Tyng Co. bot the plant of the Ames Milling Co. about a year ago and is building additions.

Harlem, Mont.—The Johnson, Reed & Elkegren Co. has decided to open its elvtr. this fall and J. H. Campbell is now mgr.

Missoula, Mont.—J. K. Thompson, recently with the Cascade Milling & Elvtr. Co. at Cascade, Mont., is now with the Ravalli Milling Co.

Winifred, Mont.—The Winifred Mill & Elvtr. Co. incorporated at this point and will build a mill and elvtr. here.

Benchland, Mont.—Am not connected in any way with the new Farmers Grain Co. which was formerly called the Benchland Co-operative Elvtr. Co.—J. M. Halpenny, sec'y and mgr. Benchland Farmers Elvtr. Co.

Wyolo, Mont.—The Denio Milling Co.'s elvtr., constructed by T. E. Ibberson Co., has been completed. It is of cribbed construction, 25,000 bu. capacity and contains 12 bins and 1 leg. A Fairbanks Track Dump has been installed.

NEBRASKA

Stuart, Neb.—Wm. Krotter Co. will build a new elvtr. in the spring.

Phillips, Neb.—I am now mgr. for the Phillips Grain Co.—C. E. Coffey.

Elba, Neb.—Martin Leth is mgr. for the Farmers Grain & L. S. Co.

Norfolk, Neb.—I am now mgr. for the Farmers Grain & L. S. Co.—Frank Melcher.

Kinney, Neb.—We now have our new Richardson's Automatic Dump Scale and will install it soon.—Farmers Co-operative Co.

Greeley, Neb.—T. F. Green of Iowa is now mgr. of the stock and elvtr. for the Farmers Co-operative Co.

Herman, Neb.—The Crowell Lbr. & Grain Co. has completed extensive improvements on its elvtr.

Comstock, Neb.—W. T. Barstow still owns his elvtr. here but no elvtrs. are now running.—X.

Vesta, Neb.—W. O. Goosman has succeeded A. O. Henkle as mgr. for the Farmers Union Elvtr. Co.

Pence, Neb.—W. A. Otto has succeeded H. W. Kohler with the Farmers Grain Co., Mr. Kohler resigning.

Overton, Neb.—The elvtr. of the Farmers Co-operative Elvtr. & Milling Co. has just been painted yellow.

Farnam, Neb.—M. Tenner has sold his business and is now mgr. of the elvtr. of the Farmers Co-operative Ass'n.

Kearney, Neb.—The J. P. Gibbons Grain Co.'s elvtr. was struck by lightning recently, but little damage was done.

Franklin, Neb.—O. C. Thomas' elvtr. is again open. It was shut down for some time while the plant was being enlarged. A new elvtr. was erected.

Valley, Neb.—The Waterloo Elvtr. Co.'s elvtr. is under construction and will soon be completed. It will replace their elvtr. that burned last winter.

Yutan, Neb.—The elvtr. of the Trans-Mississippi Grain Co. has been painted and new scales installed. Mr. Spurgeon has succeeded Mr. Harkeson as agt.

Dalton, Neb.—We have organized the Dalton Trading Co. with a capital stock of \$150,000 and have bot all the holdings of the Bridgeport Lbr. Co.—J. A. Miles, mgr.

Dunbar, Neb.—I. S. Williams has succeeded R. A. Friend as mgr. Farmers Elvtr. Co.

Talmage, Neb.—The Farmers Union Co-operative Co. will rebuild its elvtr. here using tile. The capacity will be 25,000 bu.—Farmers Union Co-operative Ass'n of Tangemann.

Albion, Neb.—Herman Hanneman has succeeded Frank Hieder as mgr. for the Albion Elvtr. Co. He was former ass't mgr. but when Mr. Hieder resigned he was given charge.

Lodge Pole, Neb.—The Lodge Pole Lbr. & Grain Co. will build a new elvtr. soon and enlarge its lumber yard.—A. R. Jameson, Jr., mgr. Farmers Co-operative Grain & Stock Ass'n.

Lodge Pole, Neb.—A. R. Jameson, Jr., is the present mgr. of the Farmers Union Co-operative Grain & Stock Ass'n and has no intention of resigning. The report that P. W. Wells was mgr. is erroneous.

Farwell, Neb.—We have installed a new 10-ton auto truck scale. The Gooch Milling Co., of Lincoln, has remodeled its old elvtr. here and E. J. Carroll is mgr.—Ignac Powlowski, agt., Taylor Harden Grain Co.

North Platte, Neb.—The Leypoldt & Pennington Co. has succeeded Leypoldt & Pennington. The company has been reincorporated and has bot the Coates Grain & Coal Co. at Maxwell and is operating elvtrs. at Hershey and Ogallala and at this station.

Dorchester, Neb.—The Railway Commission, after investigating the recent complaint of the Fairmont Grain Co. against us, found no grounds for the alleged charge of illegal storing of grain in our elvtr.—E. M. Olds, mgr., Farmers Co-operative Grain & L. S. Co.

Gothenburg, Neb.—The entire milling plant of the Platte Valley Milling Co., including the mill, power plant, warehouse and the elvtr. containing 85,000 bus. of wheat, were burned Sept. 26; loss \$200,000, partly covered by insurance. The fire started on the bran floor of the mill from causes unknown.

Gibbon, Neb.—The new 38,000-bu. reinforced concrete elvtr. and 300-bbl. mill of the Gibbon Roller Mills will be completed and the plant will be put into operation Feb. 1. The Lehrack Construction & Engineering Co. had the contract. Machinery will be of the Sprout Waldron make.

OMAHA LETTER.

The Nebraska Farmers Co-operative Grain & L. S. Ass'n will hold its annual convention in this city Nov. 18 to 20.

J. P. McLain, formerly traveling solicitor of the Vincent Grain Co., is now mgr. of the new branch office of Fred W. Elder at Denver, Colo.

Robt. H. Loomis, who has recently been with the inspection dept. of the Grain Exchange, is now in the commission dept. of the Maney Grain Co.

The Nye Schneider Fowler Co. recently elected the following officers: Frank Fowler, pres.; S. P. Mason, vice-pres.; R. J. Southard, sec'y; Ray Nye, treas.; J. A. Cole, ass't treas.

No. 1, Vol. 1 of the "Flanley Flash" made its initial appearance Oct. 8. The "up-to-the-minute" reading matter in this little publication reflects credit on the Flanley Grain Co.'s editor and promises a wide circulation.

The Interstate Commerce Commission has been petitioned by the Grain Exchange to issue an order directing that railroads place into effect tariffs providing for free consignment of grain at Omaha on which inspection is reported before 11 o'clock in the morning.

The Nebraska Consolidated Mills Co., which was recently organized in Omaha, has obtained options on flour mills in Nebraska with a view to taking them over and operating them. The plants upon which options have been obtained are the old plant of the Omaha Flour Mills Co., Hastings Mills, the Henry Glade Mills at Grand Island, and the Blackburn & Furry Mills at St. Edwards.

Mayor Smith, who is well known to the grain trade thru his work as attorney for the Grain Exchange, in the natural shrinkage hearings, was roughly handled by a mob from whose fury he vainly tried to save two negroes from being lynched during the recent negro riots. He was knocked down by the mob, trampled upon and then strung up to a tree. He was rescued in time to save his life, but suffered severely from the shock. He received a serious wound over the right eye, a fractured nose and a wound on the neck, but at last reports was recovering fast.

NEW ENGLAND

Dwight, Mass.—Fred L. Broadley has sold his wholesale grain business to Raymond L. Goodell of Springfield, Mass.—S.

Franklin, Mass.—W. K. Gilmore & Sons have bot the grain business of G. H. Locke, who recently bot it of C. F. Metcalf & Son.

Yantic, Conn.—We have bot the elvtr. and business of A. B. Manning.—Daniel Polsky, sec'y-treas., Yantic Grain & Products Co.

Brockton, Mass.—The James H. Nye Co. incorporated; capital stock, \$50,000; Josiah C. Nye, pres. and treas.; Florence C. Nye and M. Wilbur other incorporators.—S.

Boston, Mass.—The Boston & Idaho Milling Co. incorporated; capital stock, \$900,000; pres., F. Liston Collins; treas., Henry V. Greene, Boston, and sec'y, Alfred L. West.—S.

Woonsocket, R. I.—A strenuous attempt was made to blow open the safe in the office of A. Mowry Co., Sept. 17. An electric drill was used and after they had drilled a hole over 2 inches deep just over the combination lock, supposedly to use dynamite, the drill broke and the burglars gave up the job.

Webster, Mass.—The New England Wholesale Co. has been organized to carry on a wholesale and retail business in flour, grain and feeds in the Kelley Block. Michael Shumka, John Galey and Hipolet Drosek, all of whom have been engaged in different branches of the grain business for the past few years, are the largest owners.—S.

NEW YORK

Seneca Castle, N. Y.—A new elvtr. is being built here.

New York, N. Y.—The firm of Wright & Travis, Inc., is in liquidation.—W. S. Travis.

Arcade, N. Y.—Chas. Buchman has bot the Hoffower Elvtr. It has not been in operation since the B. & S. R. R. was discontinued.

Buffalo, N. Y.—Geo. E. Pierce, whose financial affairs became somewhat mixed up, has been expelled from membership in the Corn Exchange.

Buffalo, N. Y.—Cream of Peas Co. incorporated to deal in grains and cereals; capital stock, \$500,000; incorporators, Geo. P. Keating, Howard G. Smith and Seward H. Millinger.

Binghamton, N. Y.—Seay Campbell Co. incorporated; capital stock, \$25,000; incorporators, C. B. Seay, N. S. Campbell and H. G. Goldsmith. The new company succeeds Schell, Campbell & De Melt.

Skaneateles Junction (Hart lot p. o.), N. Y.—We have bot the mill property here and will remodel it into an elvtr. and feed mill. We expect to have an elvtr. capacity of 15,000. E. P. Cady of Auburn will be mgr. and treas.—Elbridge Grain & Produce Corporation.

NORTH DAKOTA

Tolley, N. D.—H. M. Christen is now mgr. for the Occident Elvtr. Co.

De Lamere, N. D.—The Farmers Elvtr. Co. has completed its new elvtr.

Ellsberry, N. D.—I am now mgr. for the Equity Elvtr. Co.—J. O. Johnson.

Landa, N. D.—The Farmers Elvtr. Co. has let contract for remodeling its elvtr.

Blanchard, N. D.—W. E. Zimmerman, formerly mgr. Equity Co-operative Exchange, has moved to Oakes.

Bowman, N. D.—F. S. Johnson is new mgr. for the Farmers Equity Elvtr. Co.

Alexander, N. D.—O. K. Walker is the new mgr. for the Gunder-Olson Elvtr. Co.

Hankinson, N. D.—We will operate here as the Wiperman Mercantile Co.—W. M. Co.

Des Laes, N. D.—I am now located at Blaisdell.—A. M. Enney, formerly mgr. Farmers Co-operative Elvtr. Co.

Harwood, N. D.—H. A. Sorley has succeeded me as mgr. for the Harwood Grain Co.—J. W. Cone, mgr., Farmers Elvtr. Co.

Blaisdell, N. D.—I am now located at this station.—A. M. Enney, formerly mgr., Farmers Co-operative Elvtr. Co., Des Laes.

Josephine, N. D.—The Andrews Grain Co. is building a dwelling here and has moved its office close to the elvtr.—E. L. Evans, mgr. Farmers Grain & Fuel Co.

McHenry, N. D.—C. M. Dale has succeeded S. K. Lillithun as agt. for the Hammer-Halvorsen-Beier Elvtr. Co. Mr. Lillithun is now out of the grain trade.—F. N. B.

Cathay, N. D.—The Farmers Elvtr. Co. has erected a wood clad house of 50,000 bu. capacity. It contains 3 legs and 30 bins. T. E. Ibberson Co. had the contract.

Hastings, N. D.—B. C. Hansen bot the elvtr. formerly known as the Ludwig Larsen Independent Elvtr., but it is now operated as Hastings Grain Co.—Farmers Elvtr. Co.

Fargo, N. D.—Dr. E. F. Ladd, chief grain and grade inspector for the state, has advised that a deputy chief grain inspector would not be appointed until after the first of the year.

Alma, N. D.—Alfred Everson, local agt. for the Occident Elvtr. Co., of Minneapolis, is charged with violation of the state unfair discrimination act by Attorney General Langer.

Ray, N. D.—E. T. Romillard, local agt. for the Occident Elvtr. Co., of Minneapolis, is charged with violation of the state unfair discrimination act by Attorney General Langer.

Rosholt, N. D.—The Farmers Elvtr. Co. has completed its new 40,000-bu. cribbed elvtr., which has 22 bins and is equipped with up-to-date machinery. The T. E. Ibberson Co. did the work.

Nekoma, N. D.—E. P. Tschabold, former agt. for the Northland Elvtr. Co., is now in the grain business at Henning, Minn., on his own account. I have succeeded him here.—H. E. Tressing, agt., Northland Elvtr. Co.

Forbes, N. D.—The Forbes Farmers Equity Co. is just finishing a 50,000-bu. elvtr. It will be operated by electricity and will be equipped with a new Richardson Oat Separator, a cleaner and a feed grinder. B. A. Smoot is mgr.

Rolla, N. D.—I moved from Saco, Mont., where I was mgr. for the St. Anthony & Dakota Elvtr. Co., to this station because there were no crops in that part of Montana.—Oscar Gilbertson, agt., St. Anthony & Dakota Elvtr. Co.

Pillsbury, N. D.—The Farmers Elvtr. Co.'s 50,000-bu. cribbed elvtr., now under construction, will have 30 bins and will contain 5 cleaners, 2 engines, 3 legs and a Fairbanks Truck Pump. The T. E. Ibberson Co. had the contract for the work.

Cleveland, N. D.—The elvtr. which was built by T. E. Ibberson Co. for The Farmers Elvtr. Co. has been completed. It has a capacity of 60,000 bu. and contains 34 bins, 3 cleaners, 2 Fairbanks engines, a detached office, and is of cribbed construction. An auto truck dump has been installed.

Mantador, N. D.—The Farmers Elvtr. Co. has let contract to the James H. Brown Co. for a 40,000-bu. brick elvtr. It will replace the house burned Aug. 23 this year and will cost \$45,840.

Minot, N. D.—Proceedings have been started against the Occident Elvtr. Co., of Minneapolis, in this (Ward) county for alleged violation of the state unfair discrimination act by Attorney General Albert E. Sheetz, Jr. It is alleged that the elvtrs. at Foxholm and Kenmare paid higher prices for grain on Sept. 11 than was paid by the agt. for the same company at Funston.

Blanchard, N. D.—The Equity Co-operative Exchange has just completed extensive improvements on its elvtr. The mgr., while living in a tabernacle, now has the promise of a new house and office for next year.—R. Hoffland, successor to W. E. Zimmerman, Equity Exchange.

Michigan, N. D.—We have just completed a new office and engine room and have installed a 20-h.p. Fairbanks-Morse engine, new leg with rope drive, our total repairs costing us \$5,000. N. H. Elvick is pres. of our company; B. B. Benson, vice-pres.; W. S. Fowler, sec'y-treas., and myself mgr.—E. G. Hanson, Farmers Co-operative Elvtr. Co.

OHIO

Findlay, O.—An elvtr. is to be erected here by the Carey Farmers Co-operative Co.

Pemberville, O.—The Pemberville Elvtr. Co. will increase its capital stock from \$25,000 to \$40,000.

Delphos, O.—I have succeeded G. R. Felger as mgr. for the Equity Exchange Co. here.—Fred W. Geise.

Sharon Center, O.—Sharon Center Elvtr. Co. incorporated; capital stock, \$40,000; E. L. Chatfield, incorporator.

Tippecanoe, O.—The Farmers Elvtr., formerly operated by the Canton Feed & Milling Co., is out of business.—F.

Hoytville, O.—Eagle Grain Co. incorporated; capital stock \$15,000; incorporators, O. C. Robinson, P. P. Smith, and May Shaw.

Genoa, O.—The Farmers Elvtr. Co. recently organized and which bot the site of the Powers Elvtr. Co., is building a new concrete elvtr.

Rockford, O.—The Rockford Grain Co., that recently bot an elvtr. here, has installed a Randolph Grain Drier and has remodeled the elvtr.

Cleveland, O.—The Cleveland Grains Drying Co. has bot the Faber Elvtr. John P. O'Donnell, formerly supt. of the Lake Shore Elvtr., will be supt. for the new company.

Walhonding, O.—Farmers Grain Co. incorporated; capital stock, \$30,000; incorporators, C. B. Ogle, Wm. Lapp, E. O. Rodehaver, Joseph McVey, Thomas J. Clark, C. S. McFarland.

Bradner, O.—The Farmers Elvtr. Co. has not been organized as yet as there seems to be some difficulty in selling stock. I am installing a new motor driven feed grinder and will be ready for operation in about 2 weeks.—C. W. Katier.

Bellevue, O.—W. H. Gardner, of W. H. Gardner Grain & Milling Co., became suddenly ill on a street car, Sept. 24, while nearing Norwalk. He was taken from the car but died without regaining consciousness. Death is said to have been due to apoplexy. Mr. Gardner was 60 years old.

TEXAS

Produced Nearly Three-fourths of the 1919 Crop of

Milo Maize

Kafir Corn—Feterita—Sorghum Grains

We are Headquarters for these Crops and for

Texas Red Rust Proof Oats

Wire or write your Season's Needs

The Fort Worth Elevators Company Fort Worth Texas

Hebron, O.—C. A. Pence has just put his new 20,000-bu. elvtr. into operation. The house is well equipped and is run by electric motors. The Efficient Erecting Co. had the contract for the work.

Auglaize (Delphos p. o.), O.—I have moved my elvtr. to this station, not to Scotts Crossing, as reported. It will be ready in about 10 days, altho we are now taking in grain and seeds.—M. B. Linderman.

Fostoria, O.—The Fostoria Elvtr. Co. has let contract to the Efficient Erecting Co. for a new brick office, 3 stands of elvtrs., and the installing of a cleaner, Richardson Automatic Scale and G. E. Motors.

Norwalk, O.—The Firelands Elvtr. Co. has completed its new concrete elvtr. and has installed a 3,000-bu. Randolph Drier. Ballinger & McAllister built the house which is modern in every respect and is now in operation.

Sidney, O.—E. T. and Harry F. Cusenbolder have bot the interests of Walter Jackson and John Waagoner in the Sidney Grain Co., taking possession Oct. 1. They will operate under the old name with Harry F. Cusenbolder as mgr. Elmer Sheets, of Botkins, retains his former interest in the business.—E. T. Cusenbolder & Co.

Toledo, O., Oct. 1.—Fred Mayer is wiring his host of friends in the trade that he is Grandpa to the prettiest, plumpest, eight-pound girl he ever saw, and she is different from any girl that ever arrived. She has red skin, white hair and blue eyes and everything—very patriotic. Anyhow, everyone, including Grandma and Grandpa, are doing well. Judging from the tenor of this message, Fred will not be able to attend the St. Louis convention, but we are all glad the little girl has brot the new and binding interest in Grandpa's life.

CINCINNATI LETTER.

The report that a dust explosion occurred in our building is erroneous. We had a small fire but it was of no consequence. There was no explosion. The heat in the steam coils in the grain drier ignited the thin layer of dust that had accumulated on them. The drier is of concrete and iron construction thruout, absolutely fire-proof. This small accumulation of dust on the hot air pipes might ignite and burn off at any time without doing any damage whatever in itself. The fire department, of course, learning of the fire made a run, threw water and damaged a part of a car of wheat that happened to be in the drying shelves.—The Early & Daniel Co.

OKLAHOMA

Trail, Okla.—R. D. Guy Grain Co. incorporated; capital stock, \$5,000; incorporators, R. D. Guy, Mat. Jones, M. J. Jones.

Rosston, Okla.—Our officers are G. N. Daniel, pres.; L. R. Flint, sec'y, and myself mgr.—B. E. Blanchard, Rosston Elvtr. Co.

Woodward, Okla.—We are out of the grain business. The L. O. Street Grain Co. is now operating our elvtr.—C. A. Hoops, formerly of C. A. Hoops Grain Co.

Oklahoma City, Okla.—E. R. Humphrey, mgr. of the grain dept. of the Oklahoma City Mill & Elvtr. Co., has left the service of the company and is mgr. for the Great Western Milling & Elvtr. Co. at Amarillo, Tex.

Perry, Okla.—The elvtr. of Knox & Freeman was threatened by fire recently when some one threw a cigarette stub into a pile of old papers. The damage, however, was slight as the blaze was discovered at once.

Beaver, Okla.—The Bolin Hall Grain Co. has succeeded the E. G. Beall Co.—X.

Hollis, Okla.—J. E. Shields of Marlow, Tex., and Shields Bros. of Wellington, Tex., have bot the plant of the Hollis Mill & Grain Co., consisting of a 10,000-bu. elvtr., corn hull and 50-bbl. flour mill.—P. M. Shields, sec'y, Shields Mill & Grain Co.

Medford, Okla.—Medford Mill & Elvtr. Co. incorporated; capital stock, \$50,000; incorporators and temporary officers, R. Early, pres.; R. O. Cowherd, vice-pres.; J. E. Falkenberg, sec'y, and E. V. Croxton, treas. A 3-story brick mill and ample elvtr. capacity will be erected at once.

Edmond, Okla.—The Edmond Grain Co. has remodeled the old Snyder Milling plant it recently bot and has built a 25,000-bu. elvtr. and a 43x60 ft. warehouse. The plant is now in operation. Officers are: B. V. Stover, pres. and mgr.; A. B. Richert, vice-pres.; Herman Larson, sec'y-treas., and F. H. Weir, local buyer.

PENNSYLVANIA

Atglen, Pa.—Wm. N. Hastings, senior member of W. S. Hastings & Son, and a member of the Philadelphia Commercial Exchange for the last 18 years, died Sept. 21, at his home in this city. He was 78 years old and up until a few years ago took an active interest in the grain trade.

Lancaster, Pa.—The elvtr. of John W. Eshelman & Son was threatened with fire recently when fire started by friction of a loose bolt against the grinding bars of an attrition mill was noticed at once and checked without trouble, the loss amounting to about \$100.

Dillsburg, Pa.—We have bot the plant of the Williams Bros. here and will tear down some of the buildings and build new. We expect to be in operation Nov. 1. W. E. Bushey, pres.; L. M. Brienio, sec'y, and C. S. Willis is treas. of our company.—Dillsburg Grain & Milling Co.

Harrisburg, Pa.—At the forty-second annual convention of the Penna. State Millers Ass'n, held Sept. 9, 10, and 11, the following officers were unanimously elected for the coming year: Griffith Ellis, Indiana, Pa., pres.; Jno. M. Hayes, Montoursville, Pa., 1st vice-pres.; P. M. Brooks, Chesterton, Md., 2d vice-pres.; E. J. Eshelman, Lancaster, Pa., treas.; directors, A. T. Collins, Mount Pleasant, Pa.; Paul E. Eisler, Butler, Pa.; Geo. V. Dayton, Towanda, Pa.; H. C. W. Patterson, Saltsburg, Pa.; and S. High Levan, Columbia, Pa. B. F. Isenberg has been sec'y for over 30 years.

Pittsburgh, Pa.—The elvtr. of the Central Elvtr. Co. that burned with a loss of \$400,000, Sept. 8, will be rebuilt as soon as the Chicago Grain & Salvage Co. can finish salvaging the grain. It is said that \$20,000 worth of oats and corn can be used for hog and cattle feed. The Burrell Engineering & Construction Co. has the contract for the new elvtr. which will be twice the size of the old house, about 400,000-bu. capacity, reinforced concrete, and will be equipped with the latest machinery, including 200-h.p. motor power. It will occupy the same ground space as the old house and will be 126 ft. long by 70 ft. wide, but will have a height, including the cupola, of 125 ft.

PHILADELPHIA LETTER.

Dougherty-MacHenry Co. incorporated; capital stock, \$10,000; incorporators, W. J. Dougherty, Winifred MacHenry, Winifred Sullivan.

Geo. H. Bastian, of the Harland Grain Co., Kentland, Ind., and Woodward & Co. have applied for membership in the Commercial Exchange.

John Guigan, formerly with L. F. Miller & Sons, has succeeded F. N. Turnbull as mgr. for Taylor & Bournique at this office. Mr. Turnbull recently resigned.

Jos. E. Haaz, one of the oldest members on 'change, celebrated his 80th birthday Sept. 27. He was heartily congratulated and many wishes for a long and happy future were expressed by his many friends on the Commercial Exchange.

SOUTH DAKOTA

Britton, S. D.—Ed Jorde is now mgr. for the Farmers Elvtr. Co.

Volga, S. D.—J. O. Sundet is now operating the elvtr. of Dyball & Cotton.

Chancellor, S. D.—Farmers are endeavoring to organize a company and buy one of the elvtrs. here.

Dell Rapids, S. D.—E. H. Symens, of Corsica, has bot the elvtr. of A. B. Gillette and will take possession Apr. 1.

Renner, S. D.—Farmers are organizing an elvtr. company here to build a \$12,000 elvtr. and office building.

Elk Point, S. D.—E. D. Edwards has succeeded C. N. Enright as mgr. for the Slaughter Prescott Grain Co. here.

Miranda, S. D.—The Farmers Elvtr. Co. has built a new office and directors' room with engine room in the basement. Floyd S. Tanner is mgr.

Stratford, S. D.—The Ferney Farmers Elvtr. Co. has completed its 60,000-bu. ironclad elvtr. It contains 26 bins and an auto truck dump has been installed.

McLaughlin, S. D.—We did intend to build a new elvtr. this year but will wait till next season.—McLaughlin Equity Exchange, Mgr. O. Howard Hartung.

Sioux Falls, S. D.—I am now local mgr. for the Larabee Flour Mills Co., succeeding Ashby Woodson, who has been transferred to Hutchinson, Kan.—F. R. Warner.

Avon, S. D.—The Farmers Elvtr. Co. has bot an elvtr. here. Our officers are: P. M. Boese, pres.; J. Pisek, vice-pres.; H. Lawrence, treas., and D. L. Wickens, sec'y.—G. E. Wickens, Farmers Co-operative Elvtr. Co.

Groton, S. D.—Ole Belden bot the town's white elephant 2 years ago when he purchased the old elvtr. that had not been used for the last 10 years. He has put it into order and it is now in operation, however.

Bristol, S. D.—S. J. Sjursen Grain Co.'s elvtr., constructed by T. E. Ibberson Co., has just been completed. It contains 19 bins, is of 30,000 bu. capacity, and is of cribbed construction. It is equipped with electric power and 3 legs.

Frankfort, S. D.—The elvtr. of Ed. Kingdon Elvtr. Co. has been completed. It is of 30,000 bu. capacity and contains 2 legs and 14 bins. The new elvtr. will be equipped with both motors and engine. The T. E. Ibberson Co. had the contract.

Groton, S. D.—The Eagle Roller Mills Co. has installed a Fairbanks Auto Truck Dump, and G. W. Van Dusen & Co. and the Ferney Farmers Elvtr. Co. have installed a Howe Auto Truck Dump. The T. E. Ibberson Co. had contract for installation of all 3.

Claremont, S. D.—The Brown County Farmers Elvtr. Co.'s 50,000-bu. elvtr. has been completed. It contains 26 bins, a 30 h.p. engine, 3 legs, 2 cleaners, an auto truck dump and is of cribbed construction. The office is separate from elvtr. The T. E. Ibberson Co. had the contract.

Wheat

CONSIGN

TO

Oats

McConnell Grain Corporation

BUFFALO, N. Y.

We Get Results

You Get the Money

Summit, S. D.—Farmers have organized a company to operate the elvtr. recently bot by Geo. Stoddard and Frank Heathcoate.

Renner, S. D.—Mr. Schneider has succeeded W. J. Morrison, mgr., Merchants Elvtr. Co., Mr. Morrison now being at Madison, S. D.—P. M.

SOUTHEAST

Grenada, Miss.—I am now with the Grenada Feed Milling Co.—M. F. Forsyth, formerly supt. I. C. Elvtr. Co., Decatur, Ill.

Dublin, Ga.—Since the boll weevil played havoc with the cotton crop farmers have decided to raise other crops and will build a 30,000-bu. elvtr. here at once, operating as Farmers Co-operative Ass'n. Fred T. Bridges is at the head of the movement. The elvtr. will cost \$20,000, and building material is on hand to begin the construction work.

TENNESSEE

Nashville, Tenn.—The 325,000-bu. elvtr. of the Steel Elvtr. & Storage Co. and the mill of the Capitol Grain Co. will be sold at auction, Oct. 16, to the highest bidder.

Memphis, Tenn.—The following have been admitted to membership in the Merchants Exchange: Ernest C. Merton, James W. Sykes, Jr., Centennial Milling Co. and the Delta Flour & Feed Co.

Chattanooga, Tenn.—I did buy a site for an elvtr. and intended to build a house this fall, but labor conditions have been so bad that I have decided to wait until spring.—Chas. F. Hood, F. A. Hood & Co.

TEXAS

Cisco, Tex.—The Cisco Grain Co. now belongs to H. J. Bradfish of Weatherford.

Washburn, Tex.—The Kell Milling Co. is still running the only elvtr. at this point.—X.

Pittsburg, Tex.—The Anderson Grain Co. has moved into new quarters near the M. K. & T. depot.

Gainesville, Tex.—The Whaley Mill & Elvtr. Co. has installed new machinery in its recently built mill and elvtr.

Orange, Tex.—Monroe Colburn will be mgr. of the branch house of the Waldmann-Rose Grain Co., of Houston, to be established here.

Perryton, Tex.—We are building a new 8,000-bu. elvtr. here and one at Booker (La Kemp p. o., Okla.), Tex.—Horne Grain Co., Beaver, Okla.

Booker (La Kemp p. o., Okla.), Tex.—Our new 10,000-bu. elvtr. will be completed by Nov. 1. D. C. Ewing, pres., Shattuck Grain & Cotton Gin Co.

Goree, Tex.—The elvtr. of the Goree Grain & Elvtr. Co., T. McLendon, prop., will have its capacity doubled and be equipped with a cleaner, hopper scale and drier in the spring.

Sherman, Tex.—Sherman Grain & Cotton Exchange incorporated; capital stock, \$2,000; H. G. Stinnett, Jr., G. B. R. Smith, and R. A. Chapman, incorporators.

Amarillo, Tex.—E. R. Humphrey, formerly in charge of the grain dept. of the Oklahoma Mill & Elvtr. Co. at Oklahoma City, Okla., is now mgr. for the Great Western Milling & Elvtr. Co. here.

Weatherford, Tex.—My new warehouse is of concrete and hollow tile and I have installed a new grinder and 35-h.p. motor. The new addition is connected with my elvtr.—H. J. Bradfish.

UTAH

Ogden, Utah.—J. H. Barnhart, formerly ass't mgr. for the Globe Grain & Milling Co., has succeeded E. L. Slack, who resigned as mgr.

Salina, Utah.—Salina Grain Co. incorporated; capital stock, \$25,000; officers and incorporators, O. P. Larson, pres.; John Arneson, vice-pres.; and M. A. Freece, sec'y-treas. The company will build a grain warehouse at once.

WASHINGTON

Puyallup, Wash.—The Grange Warehouse Co. has been completed and is in operation.

Medical Lake, Wash.—Our elvtr. is built out of lumber, that is, the workhouse which holds the various bins, 12,000 bu. The cement tanks, 5 in number, are only used for storing grain, no machinery is operated in these tanks, the object being to get away from the fire risk and insurance. These tanks hold 35,000 bu. of wheat. Automatic and dump scales have been installed and our sidetrack is finished.—J. F. Coldback, sec'y, Medical Lake Grain & Milling Co.

Rosalie, Wash.—Two large grain warehouses of the Rosalie Supply Co. burned at 1 a. m., Sept. 11, the loss amounting to at least \$150,000. Much of the grain was uninsured, as several farmers had wheat stored and were selling it, thus releasing the insurance on it. The fire started in the engine room and is believed to have been caused by crossed wires. The warehouses contained about 50,000 bus. of wheat, 6 carloads of mill feed and several cars of flour and dairy food, while 15 cars of wood on track were also burned.

WISCONSIN

De Pere, Wis.—The A. G. Wells Co. has increased its capital stock from \$25,000 to \$50,000.

London, Wis.—Neupert & Flebox have succeeded Lad'sh & Stoffenbach at this station.—X.

Rhineland, Wis.—The Langlade Wholesale Grain Co. has opened for business in the Bee Hive Block.—S.

Kewaskum, Wis.—The L. Rosenheimer Malt & Grain Co. will build an addition to its elvtr. and warehouse.

Coloma, Wis.—The Follett Co. incorporated; capital stock, \$50,000; incorporators, V. Follett, S. C. Runnel, D. Follett and W. F. Gray.

Keweenaw, Wis.—J. J. Andre of Luxemburg has accepted a position with the Keweenaw Grain Co. and has bot a home for his family in this city.

Fall Creek, Wis.—We have installed new elvtr. machinery, including a Fairbanks Morse Automatic Scale for outweighing.—Farmers Grain & Produce Co.

Ableman, Wis.—The Ableman Farmers of Sauk County incorporated; capital stock, \$18,000; incorporators, Carl Bartenach, Fred Luckensweiser, and John Simon.

Grantsburg, Wis.—Equity Farmers Co-operative Ass'n incorporated; capital stock, \$5,000; incorporators, G. E. Larson, N. Erickson, N. Branstad and P. C. Peterson.

Nichols sta. (Black Creek p. o.), Wis.—Our elvtr. will have a 5,000-bu. capacity and we will operate as the Farmers Milling Co. We will also build a 50-bbl. mill.—A. L. Nichols.

Bear Creek, Wis.—The Bear Creek Co-operative Co. has bot the properties of the Murphy Grain & Merc. Co. Officers are: Pres., E. J. Murray; vice-presidents, George Philippi and Ernest Thoma; sec'y, Henry Smith; treas., C. L. Raisler, and Chas. Kiekhofer, mgr.

MILWAUKEE LETTER.

The rate of interest on advances for the month of October has been fixed by the Finance Committee at 7%.

Winona Malt & Grain Co. incorporated; capital stock, \$1,000; incorporators, Kurtis R. Frodtert, Walter A. Teipel and Edwin J. Gross.

Milwaukee, Wis.—The new Chamber of Commerce, for which plans are now being drawn, will cost close to \$1,000,000 and will not only include a large trading hall but many offices for grain firms and those allied with the interests of the exchange.

New members of the Chamber of Commerce are A. H. Cherry, Harold E. Tweeden of Milwaukee and Harold W. Heiller, W. P. Devereaux and Fred Hallberg of Minneapolis. The following memberships have been transferred: Edwin S. Mooers, Jas. L. Dickens, W. H. Hubbard, Waldo Z. Sharp and Geo. E. Robson.—H. A. Plumb, sec'y.

WYOMING

Cheyenne, Wyo.—We have bot a site but will not build an elvtr. till spring. Officers are: P. L. Goggen, sec'y; J. Berry, treas.; Gordon Brown, vice-pres.; Nathan Merritt, 2d vice-pres., and myself pres.—D. A. Evans, Farmers Mutual Elvtr. Co.

Our Industrial Outlook.

By J. H. V. FARWELL,

President, John V. Farwell Co.

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The whole world is short of the great necessities—food, clothing, coal and the machinery of production. It is short of many of these things on account of the destruction of the war and because during the war, all human energy all over the world was bent on manufacturing commodities for war needs. In consequence, they produced as little for peace as the communities of the world could get along on and still exist.

At the end of the war we found ourselves short of the great necessities needed in peace. On top of that, a world wide movement was started to reduce the hours of labor from ten to eight hours a day, which would curtail production and still further reduce the amount of commodities for consumption. I cannot see how an eight-hour day can be injected into the industrial world at such a time without producing an industrial upheaval, including the advancing of prices, higher wages and the social unrest which comes through the operation of the "vicious circle."

I have, however, confidence enough in the stability of American character and American institutions to feel that we will weather this storm without serious consequences to industry, society or government. The test has come of the ability of the people to govern themselves and shows that poise and self-control are necessary to pass through such a crisis. It needs not only poise and self-control; it needs intelligent direction on the part of the leaders of the people and of the laboring classes to bring about a cure with the least possible disturbance.

To my mind the only cure is more production and still more production. I do not know how that can be brought about, except through the voluntary action of the laboring people by which they will agree to work ten hours a day for, say, six months, with the time and one-half for over-time necessary to do the work which the world must have done if it is to obtain relief.

It is an axiom to say that the laboring people are the greatest sufferers from their disinclination to produce the full quantity which their time and ability enables them to do. The problem is to bring it home to them so they will understand it and act accordingly. It sounds very easy, as the argument is so logical, but we all know it is difficult to penetrate the larger number of minds which have been tending in the opposite direction for the past ten years, and to get them to reverse their current of thought.

It is a pity that it has gotten into the mind of people that work is a curse and that the less number of hours they can work the better off they are going to be. No greater fallacy was ever put forth by or to the laboring man. Work is a blessing to most people, provided it is done in pleasant and healthy surroundings and the work is not too great to cause strain on the capital vitality of the worker. We all know idleness, even for two or three hours a day, is apt to bring on physical and moral trouble.

So, I say, the cure of present troubles is production—good, steady, honest work without interruption by strikes. The laboring man should have the proper amount of leisure and should not be over-worked or work under unhealthy conditions. Just now all unnecessary things should be forgotten and everyone should put his shoulder to the wheel without class feeling or prejudice, to relieve the world in this great shortage of vital necessities. If that is done I have no fear for the future of this country, industrially or politically. Everyone would then be an optimist, and we would be the greatest country in the world for years to come.

Grain Claims.

By OWEN L. COON.

Two things should be observed in making out your Bs/L.

(1) Whenever you put in more than ten per cent above the capacity of the car, determine the exact amount of your loading weight, then notify the station agent and have him place the exact amount of that weight upon the B/L. The purpose of this is to get the railroad to admit liability for any loss of grain if the car arrives in a defective condition.

The claim agent for the Illinois Central and other railroads as well now refuse to recognize claims on cars which arrive in a defective condition where the car is loaded above ten per cent of its rated capacity. Their reason for doing this is that their regulations call for loading of cars to only ten per cent above the rated capacity, and if the shipper loads a car in excess of that amount, their contention is that this overloading for which the shipper is responsible is the direct cause of the car arriving in a leaky condition or of a bad order condition report in transit.

Some claim departments do not take such a strict attitude toward loading cars to full visible capacity. But so many have taken the attitude of the Illinois Central that it would be wise either not to load ten per cent above capacity or to place the loading weight upon the B/L. The Illinois Central and the other railroads that take a similar attitude have admitted that if the shipper loads above ten per cent in excess of the capacity of the car, and will notify the agent at their point of the exact weight and have him place it upon the B/L, they will accept liability for loss the same as in all other cases. If the agent, however, on being told that the car is overloaded makes an examination of the car and on being informed of the weight refuses to accept it for shipment, the carriers above referred to will not admit liability for any loss if the shipper places it in transit in that condition. In the large majority of cases, however, the agent will accept the car and by having the exact weight placed upon the B/L, you will be sure of recovery for any loss of the grain in transit.

(2) The second thing to do in billing out shipments is to have the station agent place the seal numbers of the car upon the B/L. The importance of this practice is readily seen when it is realized that under the orders of the Railroad Administration, a defective seal record creates liability as much as a leak at the side of the car. By a defective seal record is meant arrival at destination with no seal on at least one of the doors or one of the seals broken, or a seal in good condition on a door which has been applied in transit as a result of one of the original seals being broken for purposes other than inspection. The destination car condition report will show whether

one of the seals is gone or at least not intact. In these instances, a knowledge of the original seal number is immaterial. But if the car has been broken open in transit to enable repairs to be made or for any purpose other than for making the regular grain inspection, and another seal has been applied which arrives intact at destination, what means have you of knowing that there is a defective seal record unless you know the numbers of the original seals and by comparing them with the arrival seals, see that there has been a change in transit? Of course, at least one car door will be broken open for inspection, but a record of the seal removed and the seal applied is placed upon the car condition report in all markets where the proper records are maintained, and this change can be taken into account. If any seal numbers appear other than those placed on the car at the point of shipment and when the inspection is made, you know that somewhere there has been a change of seals for a reason not accounted for. If there is a loss of grain you have the best possible evidence to make good your claim for the loss.

Some shippers to whom I have made this suggestion have remarked at the inconvenience of the practice. It is true that at times it may be inconvenient, but it will be well paid for if it brings to your attention a defective seal record on only two or three cars a year which have a substantial shortage. The railroad company keeps a seal record, it is true, from which this information might be obtained. But I have often found a great deal of difficulty in consulting the different railroad records which had just the information I desired. Many times it has been refused. To play safe, the shipper should keep a seal record of his own. The most convenient place in which to keep it is on the B/L. Then, when all of the papers of any claim are collected together and sent to the person who looks after claims, the data and evidence are before him. Shipper would have to obtain it from the railroad company at some time, or at least make an investigation of their seal record on every car which has a shortage and no other defects. He will be saved the trouble of making such an investigation, and the chance of often having it refused, if the simple notation is made upon the foot of the B/L of the seal numbers applied. On a claim which I recently handled, a bad order report was discovered on a car which was short over four hundred bushels, simply because the seal numbers at point of destination were different from those at the point of shipment. I have seen from experience that it is a practice which pays.

THE MILLERS EXPORT ASS'N, directors met at Chicago Sept. 25, and accepted the resignation of Major Stern. W. L. Sparks will take his place as pres., and R. F. Bausman, as director.

The Kansas Milling Co.'s Plant at Wichita.

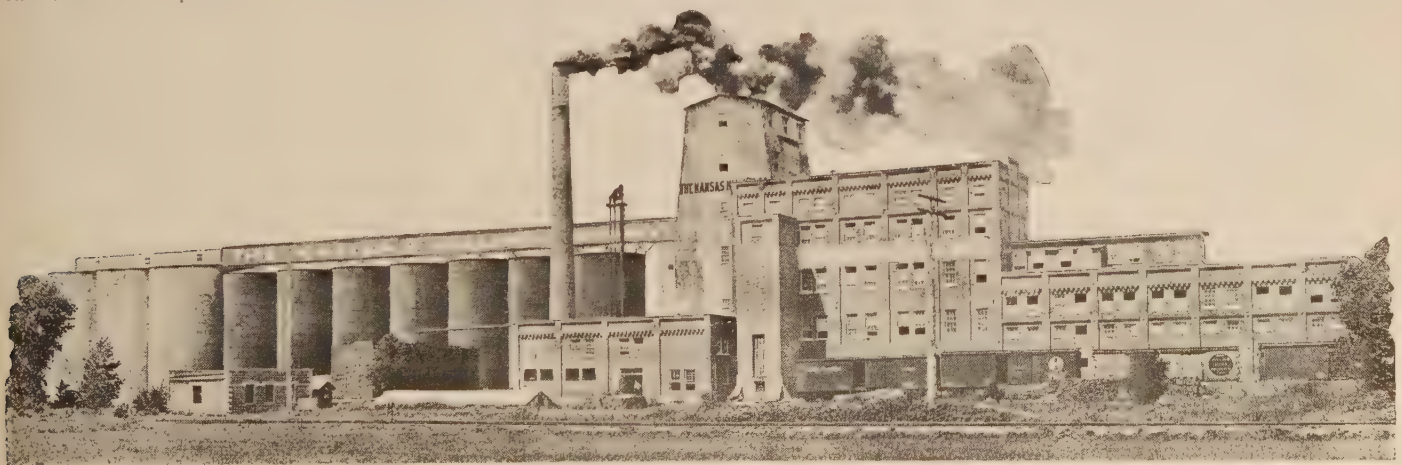
The consuming demand is the prime factor in a successful grain market. Wichita has an active market for wheat at all times because its milling demand is large. There are several large mills in Wichita. The Kansas Milling Co. was organized by Henry Lassen and C. M. Jackman in 1906. The plant started operations in 1907 manufacturing an average of 1,000 barrels of flour per day. During the year of 1913 the Kansas Milling Co. purchased the St. John's Mills at St. Johns, Kan. and today both plants are producing on an average of 2,000 barrels daily. Thus, it is apparent, with this large mill and several others buying grain on the floor of the Wichita Board of Trade, there is always an active market for wheat. The Kansas Milling Co.'s flour trade extends from coast to coast and when the export markets are open much of its output goes abroad.

The engraving reproduced herewith gives a side view of the large plant of the Kansas Milling Co. This is one of the modern milling plants of the United States with all the latest equipment for handling and cleaning grain, as well as grinding it. In the foreground is shown the power house. The elevator is partially hidden by the mill building, and several box cars can be seen on the side-track being loaded from the warehouse. The storage tanks are located at the opposite end of the plant.

The officers of the Kansas Milling Co. are C. M. Jackman, Pres.; A. C. Jobes, Vice-Pres.; Ward McGill, Sec'y and Dave S. Jackman, Treasurer.

CORN CUTTERS, employed on the farm of Curtis Bros., near Marion, O., recently went on a strike for \$9 per day and lodging. This is an increase of \$1 per day over what they have been receiving.

THE TRADE BOARD section of the Dept. of State announces that special export license RAC-77, W. T. B. R. 831, has been extended and re-issued, effective Oct. 1. Special export license RAC-77 as amended will authorize the exportation by freight or express, without individual licenses to the countries below mentioned, of all commodities whatsoever, except (1) certain commodities as listed below when destined to Hungary, the Republic of Austria, Bulgaria or Turkey, (2) arms, ammunition, and explosives consigned to China, (3) wheat and wheat flour, the control over the exportation of which has been vested in the Wheat Director (see W. T. B. R. 797, issued June 30, 1919). A. Any country in the Western Hemisphere. B. Any country in Africa. C. Any country in Asia or Oceania. D. Any country in Europe except Russia.



Mill Elevator, Storage Tanks, Power Plant, Warehouse and Office of Kansas Milling Co., at Wichita, Kan.

Feedstuffs

THE BURLINGTON FEED CO., Burlington, Wis., has installed a feed mill with a 100 ton daily capacity.

HANOVER, PA.—The Oxford Feed Mill Co. will build a 35,000-bu. warehouse, 33 ft. high, on a concrete foundation.

THE NOWAK MILLING CO., of Buffalo, N. Y., which recently sold its plant, is back in business again with C. J. Reitz in charge.

THE KNIGHT BROKERAGE CO., Kansas City, Mo., is planning to erect a feed mill with a daily capacity of about 1,000 sacks of hog feed.

THE FARMERS CO-OP. MILLING CO. of Kornman, Colo., is contemplating the erection of an alfalfa milling plant and bids are being received.

MEMPHIS, TENN.—The Hypo Hay Co., with Peter McIntyre at its head, will build a \$25,000 manufacturing plant for making stock feed. The contract has not been let.

THE CLINTON ALFALFA MILL at Clinton, Okla., was recently destroyed by fire. The damage is estimated at about \$50,000. W. W. Church, the owner, will rebuild at once.

TUSCOLA, ILL.—Alterations are being made in the storage room of the Tuscola Grain Co.'s elevr. This room is being fitted up for a storage room for stock and poultry feed.

ST. JOSEPH, MO.—The Grain Belt Mills Co. is making an extensive addition to its office building here. The addition includes a new chemical laboratory and when completed, the space will be more doubled.

THE POSTUM CEREAL CO., Battle Creek, Mich., has registered its trademark No. 120,183 for use on hominy feed. It is the word "Burt's" on a bar slantingly located across the face of 3 concentric circles.

THE MERCHANTS' EXCHANGE of Memphis, Tenn., will resume future trading in cottonseed meal about Oct. 15. The exchange suspended trading when the government assumed control of the cottonseed industry.

FEEDING STUFF REPORT for 1918, bulletin 327 has been issued by the Pa. Dept. of Agriculture, Harrisburg, Pa. It has been compiled under the direction of James W. Kellogg, Chief Chemist, Bureau of Chemistry.

FROM A DISTILLERY TO a stock feed plant is the program being carried out at Louisville, Ky., by the Ferncliffe Feed & Grain Co. New machinery will be installed and the plant will be in operation in about two months.

A LABORATORY of the Minnesota Dairy and Food Commission has been established at St. Paul. The chemist in charge is R. A. Thuma and the laboratory is to be used mainly for analyzing feedstuffs offered for sale.

OWING TO BAD HEALTH, Geo. Lopez of Denver, has resigned as pres. of the Great Western Alfalfa Milling Co. and has sold his interests to E. G. Middlekamp of Pueblo, Colo. Mr. Middlekamp was elected pres. and entered upon his new duties Oct. 1.

THE SUFFERN-HUNT MILLS at Decatur will discontinue business Oct. 15 and Chas. F. Hawe, mgr. of the feed dept., will make his headquarters at Indianapolis, Ind. H. T. Morris will remain at Decatur as dept. mgr. for the American Hominy Co. of which the Suffern-Hunt Mills were a subsidiary.

CONSTRUCTION has been started on the large feed mill and feed warehouse of the Globe Grain & Milling Co. at West Ogden, Utah. Every effort has been made to complete the grain elevators, head house and grain dump. This plant is said to be the largest of its kind in the inter-mountain territory.

OSWEGO, N. Y.—Ralph C. Seavey, former mgr. of the Oswego Milling Co., together with several other former employees of this company, will establish a feed mill here to take the place of the one that recently burned. They plan to build a six story, 150 by 200 ft. building of reinforced concrete and steel which will give employment to about 100 men. Mr. Seavey has been in charge of the Black Rock Milling Co. at Buffalo. The name, Oswego Milling Co., is likely to be selected by the stockholders.

A PLAN which will introduce cottonseed hulls to the feeders is being tried out by the Taylor Commission Co. of Athens, Ga. In every car of cottonseed products a sack or hulls is included free of charge. Mr. Taylor says: This company has appropriated \$5,000 to this cause. We are having printed 20,000 booklets, which contain 16 pages good reading matter, as well as a number of formulae showing how hulls should be mixed with meal, or other high grade proteins, to form a balanced dairy and cattle ration. These booklets will be shortly distributed in all states north of Tennessee and North Carolina. We will also distribute several thousand 1 lb. samples in same field and advise how to use them.

LONDON, ENG., Sept. 12.—Foreign cakes are held at prohibitive prices, so importations for the moment are impossible. The transport difficulty gets even worse each week, and day by day the situation becomes more acute; it is hoped that this crying evil will be taken in hand by the Government immediately, for they having caused the chaos, can only find the remedy. Linseed cakes are in short supply, but the business passing is only of a limited extent at present. A few second hand sellers can make sales at reduced prices to the extent of 5s per ton. Some for the spot are held for full prices. Cotton cakes continue a very short make, and all offerings are easily disposed of. Egyptian made are held at too high a level on the other side, and the Government desires that these cakes should be dealt with until the price comes into line with that ruling here.—O'Brien & Butcher, Ltd.

FEEDING HENS is a profitable proposition if carried out properly. According to Prof. R. E. Palmer, of Leavenworth, Kan., a profit of \$6.15 per hen was made in 9 months in one case: This is the clear profit and is the profit above the price of feed. Fifteen pens each containing 5 standard bred pullets, owned by different breeders in different states of Canada are being given the very best of care, feed and housing and experiments are being made on them. Between Nov. 1, 1918, and Aug. 1, 1919, these 75 pullets consumed an average of 11 lbs. of food per month each. The total consumption for the 75 hens for 9 months was 3,215 lbs. of moist mash and 3,210 lbs. of scratch grain. One inch square of green sprouted oats was supplied each hen per day and a supply of grit and oyster shell was kept before them. The total cost of feed for this period was \$173.47. The total receipts for eggs were \$635.29 and this leaves a profit of \$6.15 per hen.

Exports of Feedstuffs.

July exports of feedstuffs compared with July, 1918, and for 7 months ending July, 1919; compared with the corresponding months ending July, 1918, as reported by the Bureau of Foreign and Domestic Commerce, were as follows:

| | July 1919. | July 1918. | 7 mos. ending July 1919. | 1918. |
|-------------------------|------------|------------|--------------------------|------------|
| Pran. midds., tons | 225 | 350 | 3,707 | 4,991 |
| Dr. gr. wlt.spts., tons | 158 | ..... | 1,071 | 8 |
| Mill feed, tons | 1,185 | 367 | 5,576 | 7,508 |
| Corn oil cake, lbs. | 377,200 | ..... | 872,880 | 2,750 |
| Ctnsd. m'l, lbs. | 12,223,510 | 15,625 | 138,927,860 | 4,525,871 |
| Ctnsd. cake, lbs. | 15,749,090 | ..... | 194,807,045 | 1,383,250 |
| Lnsl. cake, lbs. | 18,081,079 | 67,200 | 147,618,962 | 9,939,455 |
| Lnsl. meal, lbs. | 1,906,529 | 1,136,115 | 11,344,515 | 15,436,047 |

Feedstuffs Suggestions.

The grain dealer, who handles feedstuffs and sells them to farmers, occasionally has conversations with his customers about feeding. While the successful feeders among your customers will know about "balanced rations" and understand the purpose of the same, it will generally be found that they do not depend entirely upon such figures and weigh out the feed, pound and ounces per animal, such as strictly scientific methods would demand. Rather, it will be found, they depend upon their idea of the animal itself as based upon their personal observation; and the good feeder will be able to point out certain animals in the herd or flock that are not "doing well."

To such men, the animal itself is the real guide for their feeding modifications, and such handling is the true art of feeding. Art today, is based upon scientific principles which must be understood to keep on the right track, but the greatest success is obtained by the alert eye of the feeder, which distinguishes the different effects of his feeds in different animals and by slight modifications helps them to do their best so that the whole lot have a finished look or produce a similar product.

Now, how is this to be learnt? As has been stated, it is based upon scientific principles, but real success comes from acquiring an "observing eye." There are two seasons of the year when farm animals look their best: Early summer and late fall. Assuming that your animals get onto pasture in April after being barn fed thru the winter, they will begin to shed their winter coat, and, by early June will have acquired a sleekness that appeals to all who admire a fine animal. The same is likewise true in late fall, when the animal has had plenty of fall pasture and has taken on its winter coat. The feeder-artist watches his charges well at these times and fixes in his memory their condition, activity and powers of digestion; even the matter voided does not escape his watchful eye.

All of which resolves itself, as far as selling feeds is concerned, into getting the prospect to give your product a trial and to see that he follows directions and balances your mixtures properly with roughage and any other feedstuffs he may have on hand. Such experiments should always be accompanied by weighing the animals before and after, or if they are dairy animals, weighing of their milk produced and making comparisons.

To succeed in such trials, you must get the prospect to realize the value of your feeds so strongly that he is willing to pay you for a quantity to make a fair trial. If you give him a sufficient sample free, he will undoubtedly not appreciate its value and make an entirely different test, while if you can get him enthused enough to buy a trial lot, even though you agree to refund the money if it does not do all you claim, he will be in a state of mind where he is, at least, partly convinced of its merits and therefore give it more attention and care in feeding than he otherwise would.

When you have a feed of merit, to obtain a fair trial is all that is necessary to obtain a regular customer and regular weekly or monthly profits. Hence the salesman can well afford to spend considerable time in closing such trial deals and his knowledge of feeding is no small factor in convincing such feeder patrons.

Feedstuff Movement in September

Receipts and shipments of feedstuffs at the various markets during September, compared with September, 1918, were as follows:

| | Receipts 1919. | 1918. | Shipments 1919. | 1918. |
|---------------------|----------------|------------|-----------------|------------|
| Kansas City, tons | 8,440 | 1,360 | 14,280 | 5,480 |
| Minneapolis, lbs. | 100,000 | ..... | 23,403,762 | 19,238,770 |
| St. Louis, sacks | 137,990 | 50,330 | 246,550 | 55,740 |
| New York, tons | 597 | ..... | 58 | ..... |
| Chicago, lbs. | 64,205,000 | 40,727,000 | 87,032,000 | 36,552,000 |
| Cincinnati, tons | 870 | 3,030 | ..... | ..... |
| San Francisco, lbs. | 24,000 | 202,000 | ..... | ..... |

Socialism Proved a Failure.—Hoover.

In an address delivered at the dinner given on his return to America by the American Institute of Mining and Metallurgical Engineers at New York City recently, Herbert Hoover condemned socialism as a failure. He said:

I have been asked to speak to you on some of the impressions that I have gained during my service in Europe since the armistice. Two convictions are dominant in my mind. The first comes from contact with the stupendous social ferment and revolution in which Europe is attempting to find solution for all its social ills by practical experiments in socialism. My conviction is that this whole philosophy is bankrupting itself from a startling quarter in the extraordinary lowering of productivity of industrial commodities to a point that until the recent realization of this bankruptcy was below the necessity for continued existence of their millions of people.

My second conviction is older but has been greatly hardened, and that is a greater appreciation of the enormous distance that we of America have grown away from Europe in a century and a half of our national existence, in our outlook on life, in our relations toward our neighbors, and our social and political ideals. The supreme importance of this Americanism neither permits us to allow the use of this community for experiment in social diseases nor does it permit us to abandon the moral leadership we have taken in restoring order in the world.

This service of American people has been accomplished at no mean national sacrifice. From the armistice to this year's harvest there has been furnished over \$2,250,000,000 worth of supplies, the majority of which has been given freely upon the understanding of the assisted governments of repayment at some future date.

We require only a superficial survey to see that the outstanding and startling economic phenomenon of Europe today is its demoralized industrial production of the 450,000,000 people in Europe, a rough estimate would indicate that there are at least 100,000,000 greater than could be supported on the basis of production which has never before reached so low an ebb. Prior to the war this population managed to produce from year to year but a trifling margin of commodities over the necessary consumption and to exchange for supplies from abroad.

In Russia we have a great country in which the population with the exception of a small minority were comparatively well fed, warmly clothed and warmly housed. They were subject to the worst of political tyranny, were deliberately steeped in ignorance and superstition, yet their productivity was sufficient to enable them to provide these primary comforts and to export more foodstuffs than the United States. Socialism was brot in over night at the hands of a small minority of intellectual dilettante and criminals, and this tyranny of minority, more terrible even than the old, has now had nearly two years in which to effect the conversion of the wicked competitive system into the "Elysium of Communism."

Today two-thirds of the railways and three-fourths of the rolling stock that they control are out of operation. The whole population is without any moral comforts of life and plunged in the most grievous famine of centuries. Its people are dying at the rate of hundreds of thousands monthly from starvation and disease. Its capital city has diminished in population from nearly 2,000,000 to less than 600,000. Prices have risen to fantastic levels; the streets of every city and village have run with the blood of executions. These executions have not been confined to the so-called middle and upper classes, for latterly the opposition of the workmen and farmers to this regime has brot them also to the firing squad in appalling numbers.

If we examine the recent proclamations of this group of mixed idealists and murderers we find a radical change in their economics and social ideas. They have abandoned the socialization of the land, for they find the farmer will not produce for payment in high flown and altruistic phrases. They have re-established a differential wage in an attempt to stimulate exertion and ambition of skilled labor. They have established a state savings bank in order to stimulate production thru making provision for family and old age. They are offering fabulous salaries for men capable of directing the large agencies of production. In fact, while in the midst of flowery verbal endeavor to maintain that they are still socialistic, they are endeavoring to restore individual ownership of property and the results of labor.

Altho socialism has now proved itself with rivers of blood and suffering to be an economic and spiritual fallacy and to have wrecked itself on the rock of production, I believe it was necessary for the world to have had this demonstration. Great theoretic and emotional ideas have arisen before in the world's history and have, in their bankruptcy, deluged the world with a fearful loss of human life. A purely physiological view might be that these experiences are necessary to humanity, groping for something better. It is not necessary, however, that we of the United States, now that we have wit-

nessed these results, need plunge our own population into these miseries and into a laboratory for an experiment in foreign social diseases.

Burlington, Okla. Tile Elevator.

The accompanying photograph shows the Burlington Grain Co.'s Elevator at Burlington, Okla. This 15,000 bus. elevator is operated by the Farmers near Burlington and is a modern equipped tile house.

Four cylindrical tile bins form the corners of the elevator and two lumber bins are built over the driveway for unloading grain into wagons. The house is arranged to receive grain from wagons by cars. Grain is elevated



Tile Elevator at Burlington, Okla.

into the large cylindrical bins or to the bins over the driveway from where it is dropped into farmers' wagons. The Burlington Grain Co. enjoys a large feeders trade and a large wheat shipping business.

The elevator is situated 150 feet from the office, contains one leg equipped with 5x7" cups, a Burrell Man-Lift, ten-ton Howe Wagon scale, a 500 bus. hopper scale, and a 10 h.p. Type-Y Fairbanks Oil Engine. The lighting system has not as yet been installed.

The office equipment includes a steel safe, typewriter and adding machine.

The Burlington elevator was slightly damaged about the 1st of September by a storm that swept across Oklahoma. Repairs have been made to the part of the roof that was carried away and the damage done to the side walls.

Misbranding and Adulteration.

The Roberts Cotton Oil Co., Cairo, Ill., pleaded guilty to two charges of misbranding and adulterating cottonseed meal and was fined \$50 and costs for each of them. The product did not contain 38.6% crude protein as was guaranteed on the label.

The Union Seed & Fertilizer Co., a corporation of Montgomery, Ala., entered a plea of guilty to the charge of misbranding and adulterating cottonseed meal in that the product contained less than 36% protein. A fine of \$100 and costs was imposed.

THE FINANCE COM'ITE of the chamber of deputies, of Argentina, according to reports, has returned a majority report in favor of a convention for the sale of the harvest to Great Britain, France and Italy. They will advance to these governments approximately \$193,000,000, at 5 1/4% interest for a period of 2 years, and will apply this credit to the acquisition of Argentine products. The president of Argentina is given the power to fix the minimum price for the export of the harvest for this year and for next year.

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INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago

Grain Carriers

THE STEAMER, PASSAIC BRIDGE, sailing from Rosario and Montevideo to New York, was reported aground off Barnegat on the New Jersey coast on Oct. 4. The cargo consisted of grain.

G. STEWART HENDERSON, traffic manager of the Baltimore Chamber of Commerce, has been appointed a member of the trunk line territory freight traffic com'te of the Railroad Administration.

THE FIRST BARGE of the new fleet of six towboats, and 40 barges, of the Government River Service left St. Louis en route New Orleans, on its initial voyage Sept. 25. It was loaded with 45,000 bus. of wheat belonging to the U. S. Grain Corporation. The wheat weighed about 1,350 tons and the freight charge was approximately \$3,500.

THE CUMMINS RAILROAD reorganization bill was tentatively amended by a vote of 8 to 6 of the senate interstate commerce com'te, to provide that rates be fixed so as to yield stockholders a return of $5\frac{1}{2}\%$ plus $\frac{1}{2}$ of 1% for maintenance. The bill, before it was amended, left the rate of yield to the determination of the Interstate Commerce Commission.

CUMMINS BILL restoring rate making power to Interstate Commerce Commission passed the House Sept. 24 and went to conference on account of changes made in the Senate bill by the House com'te. The bill provides "In computing the time for presenting claims or bringing suits for loss or damage the period of federal control prior to the passage of the act shall be excluded."

SEVERAL HUNDRED CARS of grain had been standing in the yards awaiting elevator room for several days before the flood at Galveston, Tex. Much of the grain that was flooded was so badly damaged that it is unfit for export. There was some grain damaged at Texas City and Port Arthur which was also waiting to be unloaded. All the grain supplies and mill products at Corpus Christi were lost.

CLAIMS FOR LOSS and damage in transit which members of the St. Louis Merchants' Exchange have been unable to collect, are to be handled by the traffic department of the Exchange. The traffic commissioner will make every effort to have reasonable claims settled and will advise the claimants when he thinks the claims are not just and recommend that they be amended to a reasonable basis or entirely cancelled.

THE MILLING IN TRANSIT rate that is now being sought will be a great help to Montana mills, if secured. It will make it possible for wheat shipped from Illinois, Iowa, etc., westward to be ground in Montana and then shipped to the coast as flour. This is decidedly desirable because of the poor crops in Montana this year and because it will do away with the necessity of allowing large mills located there being shut down.

THE INTERSTATE Commerce Commission has recently given a decision on the Consolidated Classification, known as case No. 10204, submitted Jan. 9, 1919, recommending to the Director General that certain parts of the proposed consolidated classification prepared by a special com'te at his direction, be adopted in lieu of the present official, southern and western classifications. The consolidated classification provides for a minimum of 30,000 lbs. for various seeds such as clover, alfalfa, timothy, hemp, etc., but not including grain used for seed. The carriers stated their willingness to provide a specific mixture for the seeds and grain, and to apply thereon a minimum of 30,000 lbs. with ratings of 5th class

for official territory, 6th class for southern territory and Class A for western territory. These are the minimum and ratings now applicable on seed.

AN ADVANCE IN FREIGHT RATES from St. Louis to the Southeastern territory has been proposed and has received the approval of the U. S. R. R. Administration and the Interstate Commerce Commission. This advance in rates amounts to $\frac{1}{2}\text{c}$ over present figures on grain and grain products; also an increase making the rate from St. Louis to Memphis $7\frac{1}{2}\text{c}$; to New Orleans and common points, $17\frac{1}{2}\text{c}$, the latter to apply to domestic and export shipments to Mobile and New Orleans. The Little Rock rate will be $18\frac{1}{2}\text{c}$.

THE U. S. WHEAT DIRECTOR recently announced that the application of H. W. Smith of Fredonia, Kan., for a wheat director license would not be granted until Oct. 1, and that in the meantime it has been required that he abstain from all business requiring license under the Act of Congress approved March 4, 1919, and the Presidential Proclamation of June 23, 1919. This is due to Mr. Smith's delay in filing application and for making shipments of wheat regardless of his failure to secure the required license. Mr. Smith is required to post a notice at his place of business admitting his violation of the wheat control act and promising future observance of the wheat director's rules, regulations and requirements.

Grain Grading in Agricultural Colleges.

Eighteen professors and assistant professors of fifteen different agricultural colleges and universities gathered in the conference room of the general field headquarters of the federal grain supervision at Chicago, in response to an expressed desire to secure practical concrete information in regard to introducing and maintaining grain grading courses in their colleges. Prof. E. G. Montgomery, of New York State College of Agriculture, acted as chairman of the session, which lasted from Sept. 8 to 11.

The origin and development of commercial grain inspection, official standards and their application and the detailed procedure in the sampling and inspection of grain was explained by several inspectors.

Supervision officials accompanied the body to the Irontdale Elevator and there the methods employed in the sampling of the cargoes were examined and explained. A total survey of the elevator was taken and the superintendent explained many of the features and working parts. They next made a trip to Proviso, Ill., where the supervisors explained the steps in sampling the grains and the professors drew samples themselves and later inspected them at the office of the Chicago district supervisor. They also visited the office of the State Inspection Department and there learned many things regarding the procedure of the office and the manner in which its records are kept.

Those present were: H. P. Cooper, Asst. Prof. Massachusetts Agricultural College; O. W. Dynes, Instructor Farm Crops, New York State Agricultural College; F. E. Robbins, Assoc. Prof. Crop Production, Purdue University; John B. Wentz, Prof. of Agronomy, Maryland State College; Clyde McKee, Assoc. Prof. Farm Crops, Iowa State College; E. M. McDonald, Asst. Prof. Farm Crops, Missouri State College; Jay B. Park, Prof. Farm Crops, Ohio State University; C. J. Willard, Asst. Prof. Farm Crops, Ohio State University; E. J. Kinney, Prof. of Farm Crops, University of Kentucky; J. P. Cox, Prof. of Farm Crops, Michigan Agricultural College; A. L. Bibbins, Asst. Prof. Farm Crops, Michigan Agricultural College; J. C. Hackleman, Assoc. Prof. Crop Production, University of Illinois; W. L. Burlison, Prof. Crop Production, University of Illinois; W. H. Darst, Assoc. Prof. Agriculture, Pennsylvania State College; W. C. Etheridge, Prof. Farm Crops, University of Missouri; E. G. Montgomery, Prof. Farm Crops, New York State College of Agriculture.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission carriers have made the following changes in rates:

M. P. in Sup. 2 to 3156-H gives rates on grain and grain products from Mo., Kan., Neb. and Ia. points to points in Okla. on M. P. R. R., effective Oct. 18.

U. S. R. R. Adm. in Sup. 18 to circular 1-N of Western Freight Bureau gives rules, regulations and exceptions to classifications, effective Oct. 23.

C. B. & Q. in Sup. 22 to 3662-F and 186-E, grain and seed circular, names the regulations on grain, grain products, seeds, etc., traffic including general arrangements for stopping in transit to shell, clean, etc., effective Sept. 15.

C. I. & L. in Sup. 2 to 520 gives local, joint, proportional and reshipping rates on grain, grain products and grain by-products, in carloads and less, from stations on the C. I. & L. to points in Ill., Ind., Ia., Ky., Mich., Mo., N. Y., O., Pa., W. Va., and Wis., effective Nov. 4.

C. R. I. & P. in Sup. 25 to 19895-G gives rates on grain and grain products from stations in Col., Kan., Neb., Okla., Ia., Minn., Mo., Texarkana and other stations in Ark. and Okla. and on prepared stock and poultry feeds from Fort Smith, Ark., to points in Okla., effective Oct. 9.

C. I. & L. in Sup. 4 to 518-A gives joint, proportional and reshipping rates on grain, grain products and grain by-products from stations on the C. I. & L. to points in Conn., Del., D. C., Me., Md., Mass., N. H., N. J., N. Y., Pa., R. I., Vt., Va., W. Va. and points in Canada, effective Oct. 17.

C. I. & L. in Sup. 5 to 518-A gives joint, proportional and reshipping rates on grain, grain products and grain by-products from stations on the C. I. & L. to points in Conn., Del., D. C., Me., Md., Mass., N. H., N. J., N. Y., Pa., R. I., Vt., Va., W. Va. and points in Canada, effective Oct. 30.

C. R. I. & P. in 19687-K gives the joint and proportional rates on grain, grain products, seeds, hay and broom corn from Missouri river stations and other stations in Ill., Ia., Minn., Mo. and S. D. on the C. R. I. & P. Ry. to Missouri valley points and other stations in Ala., Ark., Fla., La., Miss. and Tenn., effective Oct. 21.

C. B. & Q. in Sup. 3 to 1921-F gives local and proportional freight tariff, names rates on, and rules governing the handling of carload freight between industries, etc., of C. B. & Q. tracks at Chicago, Hawthorne and Clyde, Ill., stations and junctions of connecting lines, also from one location to another on the C. B. & Q. tracks, effective Oct. 20.

C. & E. I. in Sup. 8 to 622-E gives local, joint and proportional rates on grain, grain products and grain by-products, also broom corn, green corn, corn cobs, cottonseed, cottonseed ashes, seeds (flax, hungarian and millet) and red top seed chaff from stations on the C. & E. I., also from Cairo, Ill. (via M. & O.), Joliet, Ill. (via E. J. & E.), and Moline transfer, Ill. (via C. M. & G.), to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., O., Pa. and Wis., effective Nov. 1.

C. & E. I. in Sup. 8 to 622-E gives local, joint and proportional rates on grain, grain products and grain by-products, also on broom corn, green corn, corn cobs, cottonseed, cottonseed ashes, seeds (flax, hungarian and millet) and red top seed chaff from stations on the C. & E. I. also from Cairo, Ill. (via M. & O.), Joliet, Ill. (via E. J. & E.), and Moline transfer, Ill. (via C. M. & G.), to points in Ill., Ia., Ky., Mich., Minn., Mo., O., Pa. and Wis., effective Nov. 1.

GUINEAS CHOKED the elvtr. belonging to the Western Elvtr. & Grn. Co. at David, Ia., recently when thirteen of them got into the pit and several loads of oats were dumped on top of them. Manager Griffin had quite a time finding out what was the matter with the machinery as the leg was choked, and great was his sorrow and disappointment when he found they were common guinea hens instead of British gold, although two of them survived the ordeal.

Supply Trade

ADVERTISING finds the prospects you didn't know existed.—Class.

ST. LOUIS, Mo.—The Walter A. Zelnicker Supply Co. has ready for free distribution to the grain trade its bulletin No. 270.

BY ORIENTATION the bird finds the shortest way home—by advertising the manager finds the best way to start his advertising.

THE SAWYER BELTING Co., of Boston, Mass. has registered the words "Little Giant" as its trademark, No. 120,290 to be used on canvas belting.

THE GRAFTON & KNIGHT MFG. Co., of Worcester, Mass., has registered the words "Spar Oak" as its trademark No. 117,662 to be used on leather belting.

CHICAGO, ILL.—The H. Channon Co. has completed plans for the erection of a seven-story brick building. This building, necessitated by the rapidly increasing business, will adjoin the company's present building.

FORTVILLE, IND.—Incorporation papers have been issued to the United Cereal & Grain Separator Co., capital \$500,000; to manufacture cereal and grain separators. The directors are B. M. Bane, G. McCarty and J. F. Johnson.

JUDGE GARY's appearance before the Senate Com'te stiffened the backbone of Congress, and was a big boost for Law and Order. His plea for an open shop could not be controverted and legislators and manufacturers now see the wisdom of his position. The Red propaganda which has cropped out at Gary, Ind., is another hindrance to the union labor cause which now seems to be at a standstill.

NEW YORK, N. Y.—10,000 members of local printing trades unions, employed in 250 local plants, which publish virtually all the trade journals and magazines issued here and a large percentage of the books, were forced out of work recently by a simultaneous lock-out and strike. The action follows refusal of the employers to grant a forty-four hour week, and a weekly increase of \$14 in wage scales. This action on the part of the strikers broke their agreement with the employing printers, which stated that the forty-four hour week was to become effective May 1, 1921.

THE GRUENDLER Patent Crusher & Pulverizer Co., of St. Louis was recently awarded contract for the installation of a screening and bran grinder for the new plant of the Daniels Milling Co., Little Rock, Ark. This plant will be in operation shortly, being under construction now. The Gruendler Co. has also lately installed additional motor driven screening machines in the Weinmann Milling Co. plant, Little Rock, and similar equipment for the Steger Milling Co., Bonham, Tex., Royal Mill & Feed Co., Memphis, Tenn., and the Acme-Jones Mfg. Co., Louisville, Ky.

PREPARATIONS are being made to put the new express packing rules into effect on Dec. 10, the date authorized by the United States Railroad Administration, which recently approved the new requirements. The new rules were put into effect to induce shippers to turn their business over to the carrier so that it can, with reasonable care on the part of the express company, be handled properly. The rules will not permit the use of paper wrapping for packages over 25 pounds, nor of ordinary paper boxes, wrapped or unwrapped, when the weight of the contents is over that limit.

HERBERT HOOVER HAS RETIRED from Government service and will return to the U. S. Treasury nearly \$90,000,000 in foreign obligations in partial liquidation of the \$100,000,000 voted by Congress for relief purposes.

Excess Profit Tax.

If Labor and Capital were united, as they should be, in the effort to do their duty—to eat the bread in the sweat of the face—then the future would become brighter as we removed the burdens artificially placed upon them.

I think it would be a great blessing and a great step towards the reduction in the cost of living if at this moment the whole scheme of excess profit tax could be abolished. There never was so bad a device in business as the device called "cost plus," and the excess profit tax is in its essence, a "cost plus" scheme.

Under a cost plus arrangement say of 10% profit on cost one can increase his profit by one dollar only by wasting nine other dollars and we have that curious and impossible situation of attempting to create wealth by wasting it.

In the excess profit tax when a concern has reached beyond what is considered to be its normal in profitableness, the surplus is partially taken from it by increasing percentages. What follows? Waste and extravagance.—Wm B. Colver, member Federal Trade Commission.

"JUST A WORD ABOUT GRAIN DUST EXPLOSIONS" is a 12-page brochure containing a message for the owner of or worker in a mill or elevator. Illustrations vividly portray the effects of dust explosions. Twelve safety rules are given. Issued by the U. S. Dept. of Agriculture and U. S. Grain Corporation.

Frank Melcher Now Manager.

Frank Melcher, for many years active in the grain trade of Nebraska, was appointed manager of the Farmers Grain and Live Stock Co., of Norfolk, Nebr., at a recent meeting of its directors. Mr. Melcher will succeed John Phinney, who recently resigned as manager, and will take up his duties immediately. He steps up from the position of Assistant Manager where he has been serving for five years. Mr. Melcher was educated in the Norfolk schools and has been an active business man in that city for ten years.



Mgr. Frank Melcher, Norfolk, Neb.

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STANDARD GRAIN GRADING EQUIPMENT

The kind the Government Supervision Offices and Terminal Markets use. The kind you must have to be sure of your gradings.

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(Thirteenth Edition)

The best and most complete edition of these popular reduction tables ever issued. It contains 12 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on heavy tough Manila stock. It is reinforced at back with cloth. Marginal index for quickly finding table wanted.

All reductions are complete on one page. It has a range from 100 to 4,090 lbs. on 10-pound breaks. The table shows the following reductions: Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barely at 50 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 31½ cents in ¼ cent rises.

Order Form 4090 WL. Price 60 cents.

GRAIN DEALERS JOURNAL

305 S. La Salle Street Chicago, Ill.

Supreme Court Decisions

Sacking Not Required on Contract for Bulk.—Where defendant, a farmer, contracted to sell wheat to plaintiff, a grain buyer, to be delivered at a particular place in bulk, the defendant was under no duty in any event to deliver the wheat sacked.—*Farmers Grain & Supply Co. v. Lemley*. Supreme Court of Washington. 181 Pac. 858.

Misrouting.—A connecting carrier receiving a shipment of goods which was not routed over its line will be charged with knowledge that it was adding in misrouting the shipment, where the B/L and waybill designated the proper route.—*Lancaster v. Schreiner*. Springfield Court of Appeals, Missouri. 212 S. W. 10.

Proof of Contract.—In action for breach of alleged warranty of condition and quality of carload of corn sold by defendant to plaintiff, all the correspondence between them leading up to contract, together with a telephone conversation referring to proposed sale, were properly admitted as bearing on character and terms of contract.—*Alex Cherry v. Hales & Edwards Co.* Supreme Court of Minnesota. 173 N. W. 440.

Kansas Reciprocal Demurrage Act.—A shipper's failure to make a partial deposit of freight charges at the time it applied for freight cars does not bar a recovery against the railway carrier for delay in furnishing the cars, unless the carrier made a demand for such partial deposit and the shipper declined to comply therewith.—*Offerle Grain & Supply Co. v. Atchison, T. & S. F. R. Co.* Supreme Court of Kansas. 182 Pac. 405.

Alternative Rates on Declared Value.—Under the Cummins Amendment of August, 9, 1916, to the Interstate Commerce Act (U. S. Comp. St. § 8604a), a common carrier of interstate commerce is required to obtain, by order of the Interstate Commerce Commission, the right to adopt alternative rates based on declared values of the shipment, and, the carrier not having done so, the shipper is not restricted, in an action to recover for loss of the shipment, to such declared value.—*Western Assur. Co. v. Wells, Fargo & Co.* Supreme Court of Minnesota. 173 N. W. 404.

True Owner Can Recover Goods Covered by B/L.—Bill of Lading Act, Aug. 29, 1916, § 23 (U. S. Comp. St. § 8604), and Personal Property Law N. Y. § 210, declaring that goods shipped on an order B/L cannot, while in possession of the carrier, be attached by garnishment or otherwise, or be levied on under an execution, do not prohibit the true owner of goods which a bailee has wrongfully sent under an order B/L from replevying the same; the case not being within the purview of the statutes.—*Salant v. Pennsylvania R. Co.* Supreme Court of New York. 177 N. Y. supp. 475.

Seed Warranty.—In an action for breach of warranty in the sale of cane seed by mixing it with the seed of Johnson grass and broom corn, etc., it would have been proper for the buyers to have shown the nature and character of the crops of others using the same kind of seed procured from a similar source, and for defendant to have done likewise, to support and rebut respectively the inference arising from the fact that the fields sown with the purchased seed came up with the grass and corn besides the cane.—*Winter-Loeb Grocery Co. v. Boykin*. Supreme Court of Alabama. 82 South. 437.

Switching Charges.—A schedule of rates published and filed by a railroad company, providing for the absorption by the company of the switching charges of connecting carriers at the destination of shipments, where, under its schedules of rates theretofore published and filed, the shipper was required to pay such charges, is a change in an existing tariff, and not a "first instance tariff," within the meaning of chapter 176, G. L. 1905 (Gen. St. 1913, §§ 4290-4297). A change in the tariffs of a railroad company, voluntarily made, reducing rates to all shippers on all commodities, at all stations in this state, becomes effective without obtaining the consent of the Railroad and Warehouse Commission in the manner provided by chapter 176, G. L. 1905 (Gen. St. 1913, §§ 4290-4297). After such a change has been made, the original rate cannot be restored with-

out the consent of the commission after a hearing upon notice, a finding that the reinstatement of such rate will be a fair and reasonable change in rates, and an order or other action on the part of the commission sanctioning the change.—*National Elevator Co. v. C. M. & St. P. R. R. Co.* Supreme Court of Minnesota. 173 N. W. 418.

Limitation of Liability by Lower Rate.—The agreed valuation is valid and effective as the extent of a loss only when it is related to the rate charged for transportation, for the shipper cannot be estopped by an agreement or declaration concerning value which in no way or extent affected the tariff or conduct of the carrier, and the essential choice of rates must be made to appear before a carrier can successfully claim the benefit of the agreed valuation limitation and relief from full liability. While it is permissible to limit shipper's recovery, in case of carrier's liability, to a valuation of the freight agreed upon or declared by the shipper, such right of limitation must be shown or declared by the established and filed classifications and schedule of rates and charges. Stipulations for an agreed value, when made the basis for the rate, are not agreements for exemptions from negligence, and are given effect upon the ground of estoppel. As to shipment from Yokohama to New York, facts held to show that a lesser rate for a valuation less than the value of the property was not prescribed or presented to the shipper, so as to estop the shipper from claiming the value of the goods on loss of goods in hands of a connecting carrier between San Francisco and New York.—*Burke v. Union Pac. R. Co.* Court of Appeals of New York. 124 N. E. 119.

C. W. STEWART, chief auditor for the U. S. Grain Corporation in Kansas, was indicted recently by a jury in the federal court for failing to properly report his income for taxation. Stewart's salary is said to be \$10,000.

Failure to Secure Shipping Permit.

McCaull-Dinsmore Co., Minneapolis, Minn., plaintiff, v. C. V. Fisher Grain Co., Kansas City, Mo., defendant, before the arbitration committee No. 2 of the Grain Dealers National Ass'n, composed of R. A. Schuster, F. B. Bell and H. W. Reimann.

On Sept. 26, 1918, the complainant sold to the respondent 4,000 bus. of No. 2 yellow corn at \$1.69 track, Kansas City, Mo., for five days' shipment. The complainant was unable to ship the corn from a country point as contemplated due to its inability to secure a shipping permit from the grain control committee of Kansas City, and in the re-sale of the corn a loss of \$441.84 was sustained.

The committee has examined every detail of evidence in this case, and has accordingly arrived at the following conclusions:

First, the complainant sold to the respondent on Sept. 26, 1918, 4,000 bushels of No. 2 yellow corn at \$1.69, Kansas City, five days' shipment, and in making this trade they acted for themselves and not as brokers for the Farmers Elevator Co., of Akron, Ia.

Second, that the respondent had no right to refuse to accept the car billed to Magnolia, Mo., which was shipped there according to directions which they gave to the Farmers Elevator Co. The respondent was advised by telegram from the complainant that car of No. 2 yellow corn shipped to Magnolia by the Farmers Elevator Co., of Akron, Ia., was to apply on its (complainant's) contract. The same information was conveyed to the respondent in a telegram sent by the Farmers Elevator Co. The respondent pleads that he bought corn to be shipped from a certain point which in the judgment of the committee is refuted by telegrams submitted in evidence which show that the transaction was track, Kansas City, and that Kansas City terms were to be used in settlement. Trade Rule No. 5 and 16, upon which the respondent bases his case do not in the judgment of the committee apply.

Much detail is necessary in order to explain the finding of the committee which is in favor of the complainant for \$441.84 and that the respondent pay the cost of arbitration.

By way of explanation, the committee considers that B. & M. car 65809, billed to Magnolia, Mo., shall be accepted on the contract and paid for at the contract price and that settlement be made on the outturn weight at Magnolia, namely, 66,304 pounds, or 1,184 bus., and further that the respondent pay 9 cents a bushel on 2,816 bus., which is the difference between the sale price, \$1.69, and the market price, namely, \$1.60, for No. 2 yellow corn, in Kansas City, on Oct. 5, when a tender was made of two cars by the complainant's representative. Therefore, there is due the complainant \$253.44 on the Magnolia car, and \$188.40 on the two cars tendered at Kansas City, making a total of \$441.84.

Strike Interference with Shipment.

A shipper earnestly striving to fill his contract despite a strike on the railroad is protected by the arbitration committee No. 3 of the Grain Dealers National Ass'n, composed of S. L. Rice, Frank A. Coles and Thos. C. Craft, Jr., in the following decision in favor of Chatterton & Son of Lansing, Mich., complainants, against the Herrman-McLean Co. of Cleveland, O., defendants.

Plaintiffs sold defendants, Dec. 27, 1918, thru Toledo office, car buckwheat at \$3.40 per cwt., delivered Cleveland, O., shipment next week. The trade was confirmed by plaintiffs with following notation: "All agreements contingent upon strikes and accidents, delays of carriers and other delays unavoidable or beyond our control."

No exceptions were ever made by defendants regarding notation. The evidence shows that on Dec. 8, a strike occurred on the M. & N. E. R. R., which tied up the entire line until Jan. 7. The morning of Jan. 7, 1919, plaintiffs received the following wire from defendants: "Wire regarding loading of buckwheat. Rush. All out. Plaintiffs state they phoned their Buckley plant and the manager advised an empty had been set in this morning for the buckwheat, therefore, plaintiffs wired defendants as follows: "Car placed at Buckley elevator today, load buckwheat will go forward Thursday, train out every other day, will trace." Later in the day when the manager of the Buckley plant inspected the car which had been placed in the morning he found it unfit for the grain. He insisted on the railroad company furnishing another car but that did not materialize until the thirteenth. They loaded what buckwheat they had at Buckley plant and on the fourteenth billed the car out with stop off at Mesick to finish loading. When the freight hooked on the car they pulled out the drawbar, which held the car up until the sixteenth during which time the car was repaired."

Defendants state that during the interval they were not advised about the strike and after being advised the car would be loaded on Jan. 8, per plaintiff's wire, and when on Jan. 15 they had not received any invoice they called plaintiffs on telephone and advised they desired to cancel. They state further that the next morning, January 16, they bought a car at \$3.25 delivered, which was loaded.

Plaintiffs did not agree to cancel, but shipped the car they were loading, but defendants immediately returned the invoice. This car was sold subject to conditions beyond the control of shipper, and as the evidence shows clearly plaintiffs used due diligence in so far as they were able to get the grain shipped immediately, we find for the plaintiffs and that defendants pay full amount of invoice together with interest from date of time until paid, together with any car service that might have accrued, and cost of arbitration.

LOUR PURCHASES of the Grain Corporation are a fair proportion of the output, the government having bought in one week 666,290 barrels against 3,285,000 produced during the week ending Sept. 12.

THE FARMER will undoubtedly be a seller of his new corn, especially when he knows the oat crop is short, and when he sees good spring wheat selling at \$3.00 a bushel in the Northwest. Of course the situation will be a very important factor. Should hogs decline severely it would reduce the feeding value of corn, but hogs have already sold off five or six dollars, and if Germany, and other nations are able to finish purchases, they are going to take a lot of hog product, and that may mean better prices for hogs, after all. In our opinion December and May corn right now are on neutral ground—just as apt to advance as to decline. More apt to advance in fact, if cash corn continues to bring prevailing prices.—J. Zahm & Co.

PRICES OF CORN AND CORN PRODUCTS, by Harry F. Bruning, is a valuable compilation of facts and tables on the price of corn products. Bulletin No. 10, War Industries Board, Washington, D. C.

PRICES OF FEED AND FORAGE is the title of a well compiled pamphlet by Lloyd W. Maxwell. It contains 24 pages and contains a liberal number of tables and graphic illustrations. Price Bulletin No. 8, War Industries Board, Washington, D. C.

PRICES OF OATS, RICE, BUCKWHEAT AND THEIR PRODUCTS is the title of a 24-page pamphlet by Harley R. Willard, issued by the War Industries Board. The pamphlet contains graphic illustrations, tables and text. Government regulations, market conditions and prices, production, exports and imports, and

PRICES OF WHEAT AND WHEAT PRODUCTS is written by Paul E. Peltason and is one of a series of pamphlets entitled *History of Prices during the War*, edited by W. H. Mitchell. It contains 24 pages and is a compactly written treatise. Price Bulletin No. 9, War Industries Board, Washington, D. C.

OUR COUNTRY FIRST is the title of an address by Charles Piez, President of the Link-Belt Company, before the "Our Country First Conference" held recently at the Congress Hotel in Chicago. The address was so well received that a resolution was adopted to have the speech printed and given a broad circulation. The address is printed in four page pamphlet form by the Illinois Manufacturers' Ass'n. In one paragraph Mr. Piez says: If the Plumb plan is a gauge, then the nationalization of railroads, mines and industries, does not mean government ownership and operation in the general sense of the word, but purchase out of public funds, with an absolute surrender on the part

of the public of every form of control or direction to the employees, without power of revocation. In another instance Mr. Piez says: I believe the biggest problem industrial management has today is the labor and production problem—that it transcends in importance the sales and financial problems and that it is worthy of the exclusive and direct attention of the chief executive. Copies can be obtained by Journal readers upon application.

TWENTY-FOUR DAYS ON A TROOP SHIP is a volume of 24 chapters of daily narrative of events on an Italian vessel bearing American soldiers from Genoa to New York, in which are faithfully recorded the impressions, observations and thoughts of the well-known editor of the *Rosenbaum Review*, J. Ralph Pickell, who recounts his visit into a Turkish harem, while en route, tells about the lady who shimmed on the boat and contributes to the literature of the great war some rich and racy reading intermixed with sound philosophy and deductions that history will probably prove correct. Published by the *Rosenbaum Review*, Chicago, Ill. Price, \$1.50.

A **stroker** is a weapon specified by the Department of Agriculture to be used in striking off the grain from the top of the grain kettle used in determining the bushel-weight of grain. It must be of "hard wood, $\frac{3}{8}$ x $1\frac{3}{4}$ x12 inches, with the edges formed to a semi-circle."

We have them for

On one side are printed the grade requirements of wheat, and on the other those of corn and oats, so it is useful for other purposes than as a stroker. Its best use is to remind you that we are makers of and headquarters for **Brown Duvel Moisture Testers, Dockage Sieves and Scales, Bushel-weight Grain Testers, Probes, Sample Containers** and all other apparatus used in the testing and grading of grain.

Send for a Free Stroker—Your name on a postal card will do.

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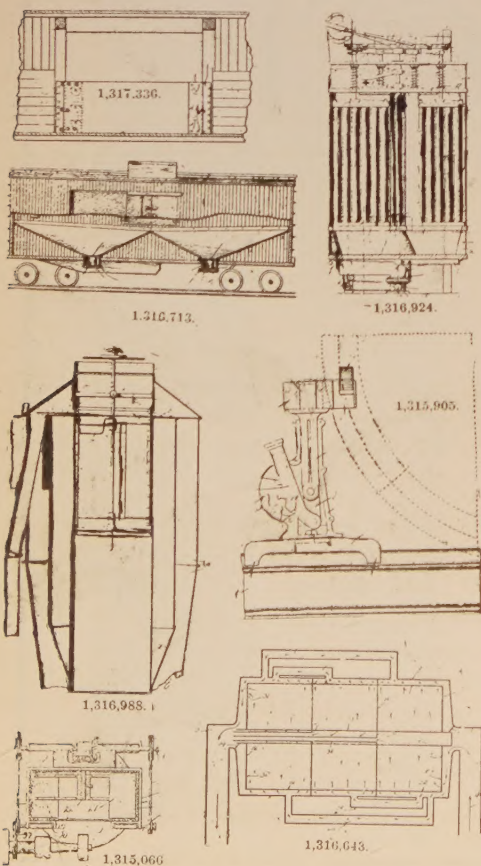
Patents Granted

1,315,005. Car Mover. Guy L. Bonham, West Hartford, Conn. A car mover including a rail engaging base, a standard swiveled thereon, a lever projecting into the standard and having a changeable fulcrum, a slide within the standards, a link connection between the lever and the slide, a head on the slide, and wheel gripping devices carried by the head.

1,316,713. Grain-car. Adelard Guay, Montreal, Quebec, assignor of one-third to Ovilla Letourneau and one-third to Pacificque Belair, Quebec. It is simply a grain car having a hoppers bottom, a discharging spout leading from the hopper, a housing inclosing the spout, an upwardly swinging bottom for the housing, a slide valve for closing and opening the spout, a handle on the slide valve, and means connected to the bottom for locking the valve in closed position.

1,315,066. Dust Collector. George M. Wolpe, Indianapolis, Ind. This appliance has a cylindrical housing with an opening spanning its axis, a centrifugal fan journaled upon the axis of the housing, aligned counter shafts journaled upon the housing and perpendicularly to the fan journal, means to transmit motion from the counter shafts to the fan, other shafts parallel to the counter shafts and journaled upon the housing opposite transmission, means between the several shafts, and means to apply motive power to the second mentioned shafts.

1,317,336. Grain Car Door. William H. Toomer, Elgin, Man. This door is formed by a pair of interchangeable similar sections overlapped on each other for a portion of the width of the door opening, and upon the door posts at the side of this opening, a cross bar on each section adapted to engage the sides of the adjacent door posts and plates on the portions of the overlapped sections on the door posts. Perforations in the plates permit spikes to be driven therethru into the posts, locking members normally maintaining the sections connecting and releasable, to allow the members to swing outwardly, thereby releasing the contents of the car and withdrawing the spikes from the door posts.



1,316,928. Dust Collector. Frederick A. Wegner, Buffalo, N. Y. This is a dust collector with a combination of a separating chamber, a tubular guard forming an outlet for the purified air, an auxiliary chamber communicating with the guard thru an opening therein, means for varying the size of the annular opening therein, revolving wipers arranged within the guard and co-operating with the wall thereof to form pockets for collecting the dust and conveying it to the annular opening, and an air tube entering the chamber and discharging air at a point directly above the dust outlet.

1,316,643. Malting Drum. Wm. A. Peterman, Milwaukee, Wis., assignor to Galland-Henning Pneumatic Malting Drum Mfg. Co., Milwaukee. This malting drum is an apparatus for the treatment of grain and other material and comprises an inclosing shell, a series of transverse partitions in the shell to define a plurality of compartments therein, an air supply flue, means for conducting air from the supply flue to each of the compartments including means for directing the same thru the material therein, an exhaust flue connecting with suction means, and means for conducting air from the compartments to the suction exhaust flue.

1,316,924. Dust Collector. Barton Ross, Buffalo, N. Y. This is a dust collector with the combination of a plurality of dust collecting devices arranged about a common axis, means for removing the dust from one device at a time, a chamber arranged below and from which dust laden air is admitted to the devices, dust discharge openings in the bottom of this chamber arranged at intervals about the axis, one of the openings being provided for each of the dust collecting devices, a chute movable in the chamber about the axis and adapted to form a substantially dust tight passage connecting any of the dust collecting devices with its corresponding openings and a dust collector arranged below this chamber and movable with the chute into operative relation to one or another of the openings to remove the dust discharged thru the chute.

No CLASS of merchants are more actively engaged in elevating business than the grain elevator men.

Price Fixed on Imported but Not Home Grown Wheat in England.

The price of the home grown wheat of England will not be controlled but the average price paid will be \$2.14 per bu. The market will be free and each sample of wheat will be sold on its individual merit. If it is of milling value above the average, it will command a higher price, and wheat of inferior grade will be sold below this price. Every seller must give his best terms because he cannot compel a miller to buy his wheat at \$2.14 or at any other price.

Under the Cereal (Restriction) Order of 1919, no wheat, sound or damaged, may be used for any purpose except for seed or flour, unless a certificate is first obtained. Certificates will be granted for feeding to stock the tailings, screenings and wheat unfit for manufacturing into flour.

If a producer wishes to sell wheat that is unfit for flour manufacture and which has been so certified, he may do so and the maximum price to be paid is \$2.03 per bus. On resale, a recognized dealer may add 2.08c per bu. to such standard price, on wholesale lots, and 10.8c per bu. may be added on quantities of 64.5 bu. and 18.7c per bu. on sack lots. A charge of 1.01c per pound in addition to the specified price may be charged on retail quantities.

Conditions as to sacks, time of payment, transport, portorage, etc. are the same as in Grain (Prices) Order 1918. This order has been revoked and any 1918 harvested grain is free. No grain, whether mechanically treated or otherwise, may be sold except by weight.

There are no restrictions on barley, rye and oats but the Corn Returns Act, 1882, is to be carefully observed in England but not in Scotland. The basis of all prices on imported wheat will be approximately \$1.826 per bu. for No. 1 Manitoba wheat, on resale by the government, or 60 shillings per 480 lbs.

Insurance Notes.

B. K. HUNTZINGER, Wernersville, Pa., sec'y of the Millers' Mutual Fire Insurance Co., Harrisburg, Pa., died recently at the age of 73.

In 1918 the Integrity Mutual Casualty Ins. Co. paid \$282,538 in losses. The largest payment for the mutuals for the year was by the American, \$1,875,260. Of the stock companies the Travelers' Insurance Co. paid \$745,875 in workmen's compensation insurance and \$3,293,438 in liability losses. During the year the Integrity wrote \$834,430 in premiums and the American Mutual \$6,215,698.

Fumigation for Weevil.

We have been requested by one of our policyholders to furnish him with information on the best way to rid his elevator of weevil and other insects. In flour mills the heat method for the eradication of insects has been used with success, but this method, of course is out of the question in an elevator.

The most important thing in ridding an elevator of insects is cleanliness. When dirt is allowed to accumulate in out-of-the-way places, it becomes a nesting place for insects. Until these places are cleaned out fumigation is sheer waste of time.

The elevator man who is troubled with insects should go to work and clean his elevator thoroughly; corners, cracks and any concealed places that hold dirt. When this has been accomplished, the house can be fumigated with formaldehyde. The gas generated from this chemical is heavier than air and has a tendency to settle and therefore may be sprayed into the bins near the top.

Carbon Bisulphid and Hydrocyanic acid gas (prussic acid) have been recommended as fumigants, but they are very dangerous and should not be used around an elevator.

If grain has become infested with weevil it can be run over a cleaner. The weevil will be drawn out with the chaff and dust by the fan, and may be disposed of in short order by taking the refuse a safe distance from the elevator and burning it.—Our Paper.

Humanity Is Good Business.

First aid and even hospital and surgical attendance often leaves the victim of accident with a partial or total permanent disability that might be cured by application of the most scientific treatment of the patient as soon as possible after the injury.

No cash compensation will be accepted willingly by the victim who could choose to retain the use of one or both hands. The sufferer is willing to spend much time in the hospital and to endure pain if he can thereby regain the use of his hands.

The practice of the casualty insurance companies has been to settle with the maimed on the basis of their present condition, leaving the individual to work his own way.

The Integrity Mutual Casualty Ins. Co., however, took the position recently that something ought to be done for the unfortunate and is the pioneer in establishing a reconstruction hospital at Chicago at an expense of over \$60,000, in the center of the city. Here an average of 67 surgical cases are handled daily for the members of the mutual company, work that would cost an immense sum if sent out. The equipment of the hospital is complete.

An educational moving picture in two reels making it plain that accidents are due to carelessness in 90 per cent of the cases, and showing the successful reconstruction work done on victims has been prepared by Wm. E. Rhodes, mechanical and safety engineer of the company. "The Shadow" is 2,000 ft., and "Jim" is 1,000 ft. The moving picture shows a young lady having her arm torn off by a machine, another a man caught on a belt and hurled to death in a grain elevator.

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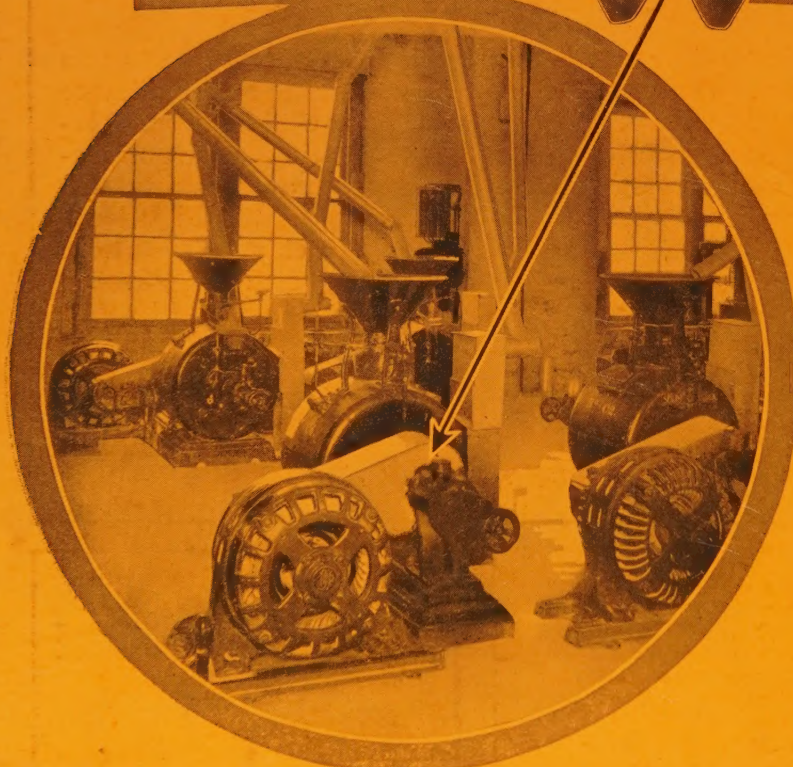
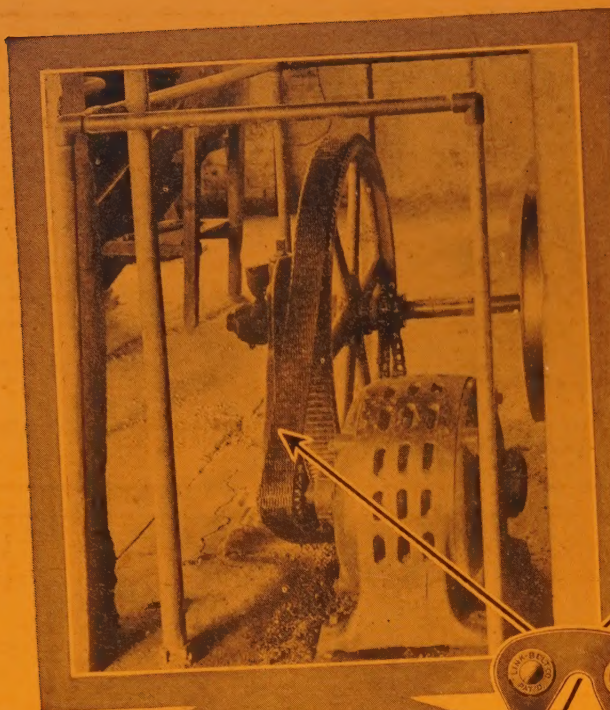
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